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PRINCIPAL CONTENTS.

Railroad Statutes of New York.....969
Pacific Railroad of Missouri.....970
Dubuque and Sioux City Railroad.....971
Oswego and Syracuse Railroad.....972
Syracuse, Binghamton and New York R. R ..972
Railroads and Canals of New Jersey.....973
Peat for Locomotives.....973
Stock Exchange and Money Market.....985
Railroad Earnings.....977, 988
Tide-Water Receipts.....988
St. Louis and Iron Mountain Railroad.....988
Imports of Dry Goods.....988
St. Louis and Iron Mountain and Cairo and Fulton Railroads.....989
The National Debt.....989
Atlantic and Pacific Railroad.....989
Southern Pacific Railroad.....990

American Railroad Journal.

New York, Saturday, October 13, 1866.

Railway Statutes of New York.

We have thought that a brief digest of the Railway Statutes of New York, comprising the miscellaneous sections of especial importance to railway companies would be of value to our readers. We give them in the order of their passage by the Legislature.

1. *Railroads, Common Carriers.*—Any railroad company receiving freight for transportation, shall be entitled to the same rights, and be subject to the same liabilities as common carriers. Whenever two or more railroads are connected together, any company owning either of said roads receiving freight to be transported to any place on the line of either of the said roads so connected, shall be liable as common carriers for the delivery of such freight at such place. In case any such company shall become liable to pay any sum by reason of the neglect and misconduct of any other company or companies, the company paying such sum may collect the same of the company or companies by reason of whose neglect or misconduct it became so liable. Sec. 9, [Revised Statutes, page 681, fifth edition, 1858.]

2. *Right to take and carry—Motive Power—Compensation—Regulations.*—Every corporation formed under this act shall have power: To take and convey persons and property on their railroad by the power or force of steam, or of animals, or by any mechanical power, and to receive compensation therefor—to regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor; but such compensation for any passenger and his ordinary baggage, shall not exceed three cents per mile. (Laws of 1850, ch. 140, § 28.)

Sec. 33 provides that the Legislature may reduce or alter the rate of freight, fare, &c., on such railroads; provided, that the same shall not be reduced below a profit of ten per cent. per annum upon the capital actually expended, without the consent of the corporation; nor unless it shall have been ascertained that the net annual income of the corporation exceeds ten per cent. per annum on the capital actually expended. (Laws of 1850, ch. 140, § 33.)

3. *Conductor and others must wear Badge—Refusal to pay fare—Expulsion.*—Every conductor, baggage master, engineer, brakeman, or other servant of any railroad corporation employed on a passenger train or in stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector without such badge shall have authority to meddle or interfere with any passenger, his baggage or property. *Ib.*, Sec. 30.

If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecesary force, at any usual stopping place, or near any dwelling house, as the conductor shall elect on stopping the train. *Ib.*, Sec. 35.

4. *Accommodations—Notice of Trains—Neglect—Damages.*—Every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodation for the transportation of all such passengers and property as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting, and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freights for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of freight or fare legally authorized therefor; and shall be liable to the party aggrieved, in an action for damages for any neglect or refusal in the premises. *Ib.*, Sec. 36.

5. *Checking Baggage—Refusal—Penalty—Witness.*—A check shall be affixed to every parcel of baggage when taken for transportation by the agent or servant of such corporation, if there is a handle, loop or fixture, so that the same can be attached upon the parcel so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train; and on producing said check if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him to prove the contents and value of said baggage. *Ib.*, Sec. 37.

6. *Formation of Trains—Violation of act a Misdemeanor.*—In forming a passenger train, baggage, freight, merchandise or lumber cars shall not be placed in rear of the passenger cars; and if they or any of them shall be so placed, the officer or agent who so directed, or knowingly suffered such arrangement shall be deemed guilty of a misdemeanor, and be punished accordingly. *Ib.*, Sec. 38.

7. *Sign Boards at Crossings.*—Every such corporation shall cause to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street where the same is crossed by the railroad on the same level; said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers, and on each side of such boards, shall be painted in capital letters of at least the size of nine inches each, the words "Railroad crossing, look out for the cars." But this section shall not apply to streets in cities or villages, unless the

corporation shall be required to put up such boards by the officers having charge of such streets. *Ib.*, Sec. 40.

8. *Intoxication of Engineer or Conductor.*—If any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars, on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor. *Ib.*, Sec. 41.

9. *Injury of Railroads, etc.—Penalty.*—If any person or persons shall wilfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by such offence. *Ib.*, Sec. 42.

10. *Fences, Gates and Cattle Guards—Damages—Penalty—Walking on Track.*—Sec. 44 provides that railroads shall construct and maintain fences along the line of road, and gates and cattle guards at necessary places. Corporations shall be liable for damages to cattle, etc., when the injury results from negligence or wilfulness. Any person leading animals along the inclosure formed by such fence without consent of corporation shall be liable to a penalty of ten dollars. It shall not be lawful for persons not employed on such railroad, to walk along the track thereof, unless the same is laid along a public road. *Ib.*, Sec. 44.

11. *Riding on Platform—Injury.*—In case any passenger on any railroad shall be injured, while on the platform of a car, or in any baggage, wood or freight car, in violation of the printed regulations of the company posted up at the time in a conspicuous place, inside of its passenger cars then in the train, such company shall not be liable for the injury; provided said company at the time furnished room inside its passenger cars, sufficient for the proper accommodation of the passengers. *Ib.*, Sec. 46.

12. *Extension of Act to all Railroads.*—All existing railroad corporations within this State, shall respectively have and possess all the powers and privileges contained in this act, and they shall be subject to all the duties, liabilities and provisions, not inconsistent with the provisions of their charter, contained in the foregoing sections, 28, (except subdivision 9,) 30, 33, 35, 36, 37, 38, 40, 41, 42, 44 and 46 of this act. *Ib.*, Sec. 49.

This digest brings the statutes relating to railways down to 1854, from which point we shall continue it to the present year.

Russian-American Telegraph.

The St. Petersburg *Borsen Zeitung* says that all preparations on the mainland, and the soundings in Behring Straits, for the completion of the line of telegraph between Russia and America are nearly finished. In the coure of the present year the telegraph will be constructed over a distance of three thousand five hundred miles beyond Revel, and the lines will be finished from Granlay Haven to the Kwichpak, and along the valley of this river, from the mouth of the Anadyr to Fort Anadyr, from Okhotsk to Gischiga, and perhaps even as far as to be joined with the Anadyr line. The cable between Granlay Haven and Ssenjawin Bay, a distance of about seven hundred miles, and that between Cape Sponberg and Cape Tolstoi, in the Bay of Anadyr, will, as it is said, be laid before the end of this month.

Pacific Railroad of Missouri.

The earnings of this road for the fiscal year ending March 1, 1865 and 1866, have been as follows:

	1865.	1866.
Main Line:		
From passengers	$453,880 41	$831,245 11
" freight	609,272 14	924,075 86
" mails	30,487 50	37,996 25
" rents, etc	5,127 64	1,039 00
Totals	$1,097,967 69	$1,794,356 22
Transportation exp.	886,483 23	1,393,530 08
Net earnings	$211,484 46	$400,826 14
South West Branch:		
From passengers	$84,204 07	$69,923 61
" freight	107,902 31	82,501 34
" mails	5,775 00	5,775 00
" rents	12 00	.....
Totals	$197,713 38	$158,199 95
Transportation exp.	195,849 47	201,876 70
Net earnings	$1,863 91	.....
Loss on operating	.....	$43,676 75
Earnings of both roads	$1,295,681 07	$1,952,556 17
Transportation exp.	1,082,332 70	$1,595,406 78
Net earnings	$213,348 37	$357,149 39

EXPENSES OF TRANSPORTATION IN DETAIL.

	1865. Main Line.	1865. S. W. Branch.	1865. Total.	1866. Main Line.	1866. S. W. Branch.	1866. Total.
Repairs of engines	$78,759 16	$17,962 64	$96,721 80	$132,993 83	$19,359 61	$152,353 44
" cars	36,325 42	14,708 71	70,941 13	90,070 77	12,327 73	102,398 50
" road bed	44,674 67	16,122 27	60,796 94	88,802 18	17,563 33	101,365 51
" track	168,584 57	45,388 39	213,972 96	339,490 75	45,860 32	385,351 07
" bridges	106,108 35	3,225 80	109,334 15	65,443 12	4,483 68	69,926 80
" buildings, etc	66,968 63	7,160 59	74,129 22	77,121 28	2,908 65	80,029 93
Fuel consumed	69,163 97	21,993 53	91,157 50	120,419 80	29,528 85	149,948 65
Oil and waste	14,776 66	3,234 77	18,011 43	24,148 72	2,895 58	27,044 30
General superintendence	8,686 63	2,540 71	17,227 34	9,714 50	2,470 35	12,174 85
Agents and clerks	29,488 53	7,558 91	37,047 64	40,663 88	8,442 97	49,106 85
Train hands	83,653 78	20,777 86	104,431 64	134,323 00	19,489 42	153,812 42
Flagmen	39,613 73	4,649 16	44,262 89	59,741 00	5,893 48	65,634 48
Watchmen, etc	9,210 46	2,661 10	11,781 56	14,484 22	2,430 05	16,914 27
Handling freight	31,828 24	13,056 76	44,885 00	44,682 27	10,402 06	55,024 33
Stationery, etc	10,497 59	2,590 37	13,087 96	13,693 23	2,264 27	16,227 50
Loss and damage	8,471 44	2,659 11	11,120 54	27,520 53	1,874 45	29,394 98
All other expenses	59,761 40	9,558 80	69,320 20	112,933 23	13,358 43	126,191 66
	$886,483 23	$195,849 47	$1,082,332 70	$1,393,530 08	$201,876 70	$1,595,406 78

At the date of the last annual Report, February 28, 1865, the road was completed to Warrensburg, 218 miles from St. Louis; leaving a gap of 65 miles unfinished. On the 28th of May, 1865, trains commenced running to Holden, 232¼ miles; on the 14th of June to Kingsville, 237 miles; on the 26th of July to Pleasant Hill, 248½ miles; and on the 19th of September the last rail was laid and spike driven at Little Blue, 265 miles, where a connection was made with the track which had been laid eastward from Independence, 7.6 miles; the road having been opened and operated from Kansas City to Independence same months previous. On the 20th of September, the President and Vice-President of the company passed over the whole line of road from Kansas City to St. Louis, a distance of 283 miles; and on the 2d of October, the trains commenced their regular trips.

The Report gives a complete history of the enterprise from its inception in 1849 to the date of its completion in 1865—all of which we are obliged to omit for want of space.

The following statement will show the earnings of the road from commencement. It will be recollected that it was only in operation its whole length from October 2, 1865:

Year ending December	31, 1852	$ 108 15
" "	31, 1853	41,323 29
" February	28, 1855	97,176 39
" "	28, 1856	330,222 34
" "	28, 1857	426,285 97
" "	28, 1858	668,346 59
" "	28, 1859	674,248 95
" "	28, 1860	648,600 00
" "	28, 1861	683,644 28
" "	28, 1862	457,183 69
" "	28, 1863	679,956 06
" "	28, 1864	906,745 95
" "	28, 1865	1,097,967 69
" "	28, 1866	1,794,356 22

Since the destruction of the road, bridges, depots, &c., &c., during the invasion of the fall of 1864, we were necessiated to husband every resource to complete the road, and every building that could be dispensed with, and every other outlay that could be postponed, became imperative; so that after rebuilding water tanks and repairing the track and bridges, &c., &c., all the available means were applied to the construction of the road and in adding to the rolling stock, so necessary to operate the same as it progressed; and although strict economy was observed in all departments, yet it will be seen on referring to the accompanying reports that there is a large "floating debt" yet to be provided for; besides large sums of money to pay for engines, coaches and cars now being made, required for its length and business.

The gross earnings for the past year show a large increase over any previous one; but the net earnings do not appear in so favorable a light. This is easily explained, and may not happen again. It is known that there are two great features to obtain in railroading—the one "construction" and the other operating. When the road is completed, its cost is readily learned, and is fixed and stationary, and all repairs, renewals of track, bridges, depots, water tanks, rolling stock, &c., &c., that become necessary thereafter, are charged to the operating expenses of the road; and so great has been the outlay made necessary in order to meet the growing business, that, notwithstanding the large gross receipts, the net earnings seem small.

During the past year the track, buildings, bridges, &c., &c., which have been added and replaced, are as follows: Bridges at Lamine Box creek, Evans creek, Limekiln and Grays creek, Nos. 1, 3 and 4 to replace the original structures. Station houses have been built at South Point,

Gray's Summit, Miller's Landing, Hermann, Osage, California, Syracuse and Otterville. Tank houses at Miller's Landing and McGirk's. Some additions have been made to the machine shops at Jefferson City and St. Louis, an addition at Warrensburg, and an engine house at Knobnoster; a very large extension has been made to the freight house at Seventh street, St. Louis; besides many of the sidings or switches along the road have been lengthened. During the year, 43,437 new cross-ties have been placed in the main line between St. Louis and Gasconade, and 37,046 between Gasconade and Dresden; 6 new freight locomotives, 6 new passenger coaches, 75 box cars, and 8 stock cars have been added. In addition there have been made at the company's machine shop 5 baggage, 5 caboose, 9 box, and 40 stock cars; and 2 passenger coaches will be finished in the ensuing June; 389 tons of iron have been re-rolled, and 520 tons of new iron have been placed in the track. And at Kansas City an engine house for 3 locomotives, and a blacksmith shop have been erected. The cost of nearly all of the foregoing has been charged to operating expenses.

The right of way along the levee has been obtained from the Common Council at Kansas City, and arrangements satisfactorily made with parties westward for the right of way to the State line.

Messrs. Robt. Campbell, David Rankin, Jr., and Hudson E. Bridge have purchased grounds in Kansas City on which a large freight house has already been erected for the joint use of the Union Pacific and this company. It is intended to build on these grounds the machine shop and passenger depot. These gentlemen have paid for the ground, and so soon as the several sums paid by them with interest is refunded, they will convey the title to the company.

The track extends and the road is operated at this time to Locust street, at which point a passenger and freight depot has been built, and work is progressing westwardly to the State line, distant one and three-fourths of a mile, and the track will be laid and trains operated to meet the Union Pacific Railway about the last of this month.

The Missouri River Railroad, connecting our own with Leavenworth, is extending their road along the banks, meeting this road at the State line, being of the same gauge and a feeder.

A lease has been negotiated and executed between that company and our own for a term of twenty years, and it is expected that the road will be finished and operated during the ensuing June.

The contracted cattle yards have been greatly enlarged, and superior accommodations furnished under a contract with parties who give it their personal attention.

The first grand division of the road has been fixed at Jefferson City, and a large donation of ground favorably located has become the property of the company, upon which the machine shop, &c., will be removed and extended.

The regular monthly instalments of interest have been paid the County of St. Louis, and every effort made to sustain the credit of the company. With a completed road and no sufficient equipment to operate, the same would not be unlike a finished house, without furniture; and to avoid the former as much as possible, additional rolling stock has been ordered, to be paid for when delivered. Much of the equipment added the past year has been paid for by the individual credit of the Directors, who are at this time largely in advance.

Twenty locomotives, eleven passsenger coaches, and one hundred box cars are contracted for, and will be delivered the succeeding months. Besides, it becomes imperative that some considerable new or re-rolled iron should replace the rail east of Jefferson City. Advices have been received that some of the locomotives and passenger coaches are *in transitu*, and others will immediately follow; and it is probable that an evening express through trains will be inaugurated the ensuing April.

Southwest Branch.

It will be seen on referring to the act of the General Assembly, approved March 3d, 1857, that the road became the property of the State on the 3d of March 1861. Not being so extended to Springfield, and the Chief Executive of the State declining to take possession, the road has been ever since operated by the company, and during the year 26,864 cross-ties have been renewed, and water stations built at Moselle and Sullivan, and the track and road bed is in good condition. By an act of the General Assembly, approved February 19th, 1866, the Governor was required to take possession of the road, and, pursuant to his requisition, the road, rolling stock and appurtenances have been scheduled, and the same is now operated by Commissioners. A temporary arrangement for transportation over the main line has been satisfactorily made.

The earnings of the year are not flattering. From the account stated between the two roads it appears that the branch is debtor to the main line. A sale of all the remaining "free lands" has been effected, and as the residue of lands allotted to the company was the property of the Southwest Branch, that portion attached to the main line having been sold, the Land Deoartment has been discontinued.

The telegraph line was extended soon after the opening of the road to Kansas City, and is in successful operation along the whole line.

The road and rolling stock are in good order, and notwithstanding the greatly increased transportation, no passenger has yet been injured.

The same policy of guarding the road, bridges, &c., is continued, and no material change made in its general management.

The equipment of the road consists of 48 locomotives; 31 passenger, 7 mail, 17 express, 23 caboose, 239 box, 133 stock, 211 flat, 1 magazine, 4 wreck, 1 paymaster's and 9 shanty cars. Number of miles run 831,433. Total cost $348,942 54. Average number of miles run by engines 17,321.

Condensed Balance Sheet, March, 1.

Main Line:	1865.	1866
Capital stock	$3,497,085 45	$3,581,598 78
State bonds	7,000,000 00	7,000,000 00
Land grant sales	111,215 97	131,039 38
" " rents	216 90	255 90
Total receipts from transportation	6,645,300 15	8,461,010 75
Mortgage construction bonds	1,314,000 00	1,500,000 00
St. Louis county b'ds	12,350 00	700,000 00
Bills payable	241,209 21	911,688 16
Audited acco'ts unpaid	408,003 02	238,754 66
	$19,229,380 70	$22,524,347 63
Construction—East	$6,022,716 87	$6,051,303 91
" West	4,093,011 53	5,181,829 15
Rolling stock	1,101,970 76	1,504,015 27
Office expenses	133,635 17	151,259 68
Contingencies	75,062 75	76,110 21
Interest account	750,241 28	953,297 97
Discount on construction and anticipation bonds	8,860 00	8,860 00
Commission on purchases	17,375 95	17,375 95
Suspended debts	213,148 09	43,518 18
Materials on hand	139,405 29	122,569 35
Cash in hands of trustees	21,724 05	31,578 05
Cash in hands of fund commissioners	3,155 35	9,893 00
Interest, discounts & commissions	1,141,078 89	1,238,933 13
Land grand expenses	5,362 43	6,044 88
Total transportation expenses	5,502,631 29	6,896,161 37
Due by South West Branch	.....	61,968 12
Cancelled debts	.....	169,629 91
	$19,229,380 70	$22,524,347 63

S. W. Branch:	1864.	1865.
Capital stock	$70,513 33	$.....
Construction bonds	3,232,000 00	3,282,000 00
State bonds	1,268,000 00	1,268,000 00
Sales of land	20,655 83	20,655 83
Rent of Granby Mines	24,328 94	24,328 94
Total receipts from transportation	960,640 20	1,151,718 40
Audited accounts unpaid	.....	95 00
Balance due Main Line	.....	61,968 12
	$5,576,138 30	$5,758,766 29
Construction	$3,098,939 84	$3,099,574 84
Rolling stock	116,926 86	119,737 87
Office expenses	41,912 61	46,650 50
Commission on purchases	2,140 93	2,140 93
Contingencies	24,166 92	28,666 92
Interest on bonds	567,321 94	577,321 94
Cash	31,992 61	.....
Discount and commission	1,032,975 59	1,032,765 59
Expenses of Geological survey, etc	42,309 16	42,369 16
Total transportation expenses	617,661 84	819,538 54
	$5,576,138 30	$5,758,766 29

Included in the amount charged to the operating expenses of the road for the past year, are the following items:

520 tons of iron used	$59,600 00
Spikes, chairs, etc.	6,500 00
Material and labor in rebuilding depots	19,780 00
" " " bridges	24,160 00
" " " water stations	1,920 00
Rerolling 389 tons rails, and hauling to and from Mills	22,700 00
Fish plates and chairs	5,000 00
	$139,660 00

In addition to these items, there have been rebuilt at Machine shops, 5 locomotives, 4 passenger, 3 mail, 2 baggage, and 2 caboose cars, and at least 75 per cent of the material used in their construction was entirely new.

President.—George R. Taylor.

Directors.—George R. Taylor, Robert Campbell, Adolphus Meier, George Patridge, Oliver A. Hart, Robert Barth, Hudson E. Bridge, Henry L. Patterson, Daniel R. Garrison, Samuel B. Wiggins, Benjamin Stickney, Charles H. Peck, and Wm. M. McPherson.

Vice President.—Daniel R. Garrison.

Secretary and Treasurer.—J. C. Porter.

Chief Engineer and Sup't.—T. McKissock.

Dubuque and Sioux City Railroad.

This company have decided to at once commence grading on the northern branch of their road from Waverly to the Minnesota line. The only question to be decided is: "What course shall the road run?" The citizens of the Cedar, the Little Cedar, Floyd Creek and the Shell Rock Valleys are making strenuous efforts to secure the road through their respective localities. Engineers are already in the field surveying the different routes and obtaining all the information they can in regard to the expenses of building and operating the road and the business that will be given to it when finished.

☞ The Iowa Division of the Chicago and Northwestern Railway is now completed to within about 90 miles of Omaha. The rails are to be laid upon this portion of the route by the 1st of April next.

Union Pacific Railway.

WYANDOTTE, Kansas, Saturday, Oct. 6.

Gens. Curtis and Simpson, and Dr. White, Commissioners, have just examined the Fifth Section of the Eastern Division of the Union Pacific Railway, and reported upon the same to the Secretary of the Interior. The road is now running a hundred and thirty-two miles west of Wyandotte.

Oswego and Syracuse Railroad.

This road is 36.29 miles in length, extending from Syracuse to Oswego. At the former place it connects with the New York Central, and Syracuse, Binghamton and New York Railroads; and at the latter with steamboats to ports on Lake Ontario and the St. Lawrence. It has 2.21 miles of sidings, and 0.39 mile of branch road. The weight of rail per yard is 57 lbs. The equipment consists of 5 engines, 7 first class, and 3 second class passenger cars, 4 baggage, mail and express, and 63 freight cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$119,074 93	$128,254 25
" freight	95,347 41	104,287 15
" mails	2,846 39	3,043 00
" interest	1,449 81	4,331 00
" bonds	114,000 00	.....
" use of freight cars	51 49	.....
" land	2,237 00	.....
" miscellaneous	223 86	721 57
Totals	$335,230 89	$240,636 97
Payments, other than for construction:		
Transportation exp.	$106,937 86	$181,026 67
Interest	13,880 48	21,668 59
Dividends on stock, 8 per cent	39,223 50	36,562 50
Payments to surplus fund	81,983 51	1,231 59
Payments for repair shops	.....	147 42
Totals	$242,025 35	$240,636 97

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$119,074 93	$128,254 25
" freight	95,347 41	104,287 15
" other sources	4,571 55	8,095 57
	$218,993 89	$240,636 97
Expenses, viz:		
Repairs of road	$15,117 03	$23,261 89
Cost of iron for do	5,208 87	14,762 48
Repairs of buildings	2,777 42	3,152 40
" fences & gates	1,016 88	2,684 92
Taxes	11,917 36	27,677 02
Repairs of engines	11,403 27	14,368 88
" cars	6,968 03	12,128 69
" tools, etc.	1,020 94	2,645 86
Incidental expenses	1,754 14	2,989 61
Office expenses	1,124 90	2,222 68
Agents and clerks	2,818 29	3,347 70
Labor, handling freight	4,936 69	5,839 00
Porters, watchmen and switch tenders	1,654 20	1,762 62
Wood and water station attendance	1,632 94	1,671 46
Conductors, etc.	2,186 42	2,868 24
Engine and firemen	5,050 36	5,477 24
Fuel and preparing	14,802 73	36,140 67
Oil and waste	1,370 13	1,587 04
Loss and damage	1,217 97	2,597 87
Use of freight cars	1,155 48	2,743 10
Gen'l superintendence	2,300 00	1,954 82
Contingencies	10,003 81	9,142 68
	$106,937 86	$181,026 87
Earnings less exp.	$112,056 03	$59,610 10

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$258,655 13	$312,096 87
Bridges	25,078 38	25,078 38
Superstructure including iron	283,257 41	293,016 58
Passenger and freight stations, buildings & fixtures	10,056 24	10,183 52
Engine and car houses, machine shops, machinery and fixtures.	23,735 47	24,810 86
Land, land damages and fences	151,461 28	156,342 14
Locomotives & fixtures and snow plows	63,139 33	63,139 33
Passenger and baggage cars	21,256 55	25,696 61
Freight and other cars	43,804 02	46,204 10
Engineering & agencies	21,409 71	23,241 13
Totals	$901,853 52	$979,810 12

STOCKS AND DEBTS.

	1864.	1865.
Capital stock	$396,340 00	$482,400 00
Funded debt	311,500 00	311,500 00
Floating "	23,708 34	19,875 00
Totals	$731,548 34	$813,775 00

The number of miles run by passenger trains in 1865, was 44,096; by freight trains, 28,210; by work trains, 14,896—total, 87,202 against 88,498 in 1864, a decrease of 1,296. Number of passengers carried in 1865, was 170,137; do., carried one mile, 3,746,946. In 1864 the number carried was 181,416, and the mileage of do., 3,958,185—a decrease in passengers of 11,279, and in mileage of 211,239. Tons of freight carried in 1865, 72,705; and the mileage of do., 2,236,346. In 1864 the tonnage was 79,834, and the mileage of do., 2,451,432—a decrease in tonnage in 1865, of 7,129, and in mileage of 215,086.

☞ Track laying upon the Union Pacific Railroad is progressing so rapidly that it will reach the crossing of the North Platte River, a distance of 285 miles from Omaha, by the 1st of November next; and will be completed to a point within 40 miles of Julesburg by the 1st of January, 1867.

Syracuse, Binghamton and New York R. R.

This road is 81 miles in length extending from Geddes to Binghamton. At Syracuse it connects with the Oswego and Syracuse, and New York Central Railroads; and at Binghamton with the Erie Railway. It has 8 miles of second track and sidings. The weight of rail per yard is 60 lbs. The equipment consists of 12 engines, 10 passenger, 3 baggage, mail and express and 121 freight cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$161,393 92	$173,570 26
" freight	237,056 32	195,730 41
" express	6,927 88	11,620 33
" mail	6,000 00	6,000 00
Miscellaneous items	2,673 51	5,772 70
Totals	$414,015 63	$392,693 70
Payments, other than for construction:		
Transportation exp,	$170,928 79	$347,747 16
Interest	110,145 81	67,268 36
Totals	$281,074 60	$415,015 36

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$161,393 92	$173,570 26
" freight	237,056 32	195,730 41
" other sources	12,927 88	17,620 33
	$411,378 12	$386,921 00
Expenses, viz:		
Repairs of road	$40,832 46	$105,660 75
Cost of iron	20,325 14	60,723 80
Rents	597 50	652 50
Repairs of buildings	6,643 31	16,249 25
" fences, etc.	168 22	2,702 46
Taxes	8,078 84	23,988 26
Repairs of engines	12,713 85	31,325 26
" cars	18,109 99	21,512 60
" tools, etc.	1,090 49	3,176 77
Incidental expenses	2,021 54	2,346 91
Office expenses	572 86	110 61
Agents and clerks	4,987 80	5,758 97
Labor, handling freight	4,064 48	5,567 03
Porters, watchmen and switch tenders, etc.	2,255 85	2,677 00
Wood and water station attendance	42 85	.....
Conductors, etc.	3,982 20	5,092 36
Engine and firemen	3,950 92	5,469 74
Fuel and preparing	16,287 79	34,386 55
Oil and waste	5,520 29	6,488 61
Loss and damage	11,892 02	3,650 01
Gen'l superintendence	3,750 08	3,750 02
Contingencies	2,940 31	6,506 83
	$170,928 79	$347,747 16
Earnings less exp	$240,449 33	$39,173 84

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$27,356 29	$27,356 29
Bridges	39,121 19	39,381 94
Superstructure, including iron	5,249 71	9,249 71
Passenger and freight stations & fixtures.	13,904 19	16,945 31
Engine & car houses, machine shops, machinery, etc.	15,452 48	17,399 22
Land, land damages and fences	18,750 11	19,250 11
Locomotives and fixtures and snow plows	372 97	372 79
Passenger & baggage cars	1,350 00	1,350 00
Freight & other cars.	7,443 08	14,286 53
Engineering and agencies	2,579 43	2,694 43
Gross sum paid for the road in Oct. 1856	2,667,243 35	2,667,243 35
Cost of Union R. R. purchased Aug. 12, 1858	133,983 77	133,983 77
Totals	$2,932,806 39	$2,949,513 45

STOCK AND DEBTS.

	1864.	1865.
Capital stock	$1,200,130 00	$1,200,130 00
Funded debt	1,587,257 00	1,595,191 22
Floating debt	38,832 53	83,868 75
Totals	$2,826,219 53	$2,879,189 97

The number of miles run by passenger trains in 1865, was 128,326; by freight trains, 80,309—total, 208,635, against 207,280 in 1864—an increase of 1,755. Number of passengers carried in 1865, 259,183; do., carried one mile, 6,554,385. In 1864, the number carried was 240,954, and the mileage of do., 6,035,905—showing an increase in passengers of 18,229, and in mileage of 518,480. The number of tons of freight carried in 1865, was 182,441; and the mileage of do., 13,158,384. In 1864 the tonnage was 253,636; and the mileage, 18,293,256—a decrease in tonnage of 31,195, and in mileage of 5,134,872.

Railroads and Canals of New Jersey.

An abstract statement of their finances, etc., for the year ending December 31st, 1865.

(Compiled from the official Returns to the Legislature.)

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road. M.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Rate. p. c.
	$	$	$	$	$		$	$	$	$	$	$	
Belvidere Delaware	997,112	2,193,000	259,473	3,449,585	3,425,878	64.21	159,452	363,453	57,152	589,057	436,888	143,169	....
Burlington County	177,750	60,000	16,750	254,500	250,000	7.12	39,415	26,416	739	66,570	68,838	*2,258	....
Central	10,685,940	1,509,000	.....	12,194,940	13,255,237	73.08	688,774	2,286,780	60,835	3,036,390	1,748,434	1,287,956	‡10
Camden and Atlantic	1,062,743	1,034,776	143,352	2,240,871	1,885,941	60.22	210,700	69,337	3,600	283,638	189,571	94,067	....
Cape May and Millville	447,000	200,000	13,552	660,552	659,603	39.00	.....	.....	.....	81,322	70,038	11,284	....
Delaware and Raritan Canal	2,298,400	10,169,472	175,000	17,186,672	4,315,143	65.50	.....	.....	.....	1,128,007	317,578	810,429	†5
Camden and Amboy	4,543,800	.....	.....	.....	9,476,363	104.20	.....	.....	.....	5,146,650	4,254,726	891,924	5
Freehold and Jamesburg Agricultural	230,845	.....	.....	230,845	230,332	11.50	18,829	30,219	790	49,839	32,640	17,199	....
Flemington	150,011	99,500	119,739	369,250	369,250	12.00	8,736	6,090	515	15,402	17,123	*1,721	....
Hibernia Mine Railroad Co.	25,250	.....	15,000	40,250	40,250	....	.....	.....	.....	18,880	14,867	4,013	....
Hackensack and New York	94,100	40,000	.....	134,100	154,416	4.88	.....	.....	.....	47,394	41,624	5,770	....
Long Branch and Sea Shore	.....	.....	.....	.....	176,277	9.00	(Unfinished.)						
Morris and Essex	3,199,050	3,084,775	108,104	6,391,929	6,537,292	90.00	457,162	192,147	31,147	680,456	513,786	166,670	§7
Millstone and New Brunswick	102,365	.....	8,749	111,114	111,114	6.63	5,993	6,504	.....	12,947	8,110	4,887	....
Morris Canal	2,000,000	860,715	.....	3,060,715	3,093,627	101.00	.....	.....	.....	596,033	298,742	297,301	10
Millville and Glassboro'	368,200	3,750	176	372,126	433,303	22.30	.....	.....	.....	53,362	32,436	20,926	6
Newark and Bloomfield	103,890	.....	.....	103,890	112,575	6.00	.....	.....	.....	40,649	33,592	7,056	3½
Northern	158,800	260,000	64,521	483,321	461,561	21.27	120,823	52,307	11,901	185,032	158,158	26,874	....
New Jersey	5,000,000	805,000	.....	5,805,000	4,641,335	33.80	1,451,773	262,438	161,770	1,875,981	1,072,658	803,323	10
Orange and Newark (horse)	281,550	305,950	.....	587,500	599,414	17.00	100,855	.....	4,502	105,357	75,899	29,458	....
Paterson and Ramapo	248,000	100,000	.....	348,000	350,000	15.12	(Leased and operated by Erie Railway Co.)					.....	5
Paterson and Hudson River	630,000	.....	.....	630,000	630,000	14.50	(Leased and operated by Erie Railway Co.)					.....	8
Perth Amboy and Woodbridge	57,200	100,000	.....	157,200	214,582	6.50	10,665	1,495	.....	12,160	11,808	352	....
Rocky Hill	45,345	.....	.....	45,345	45,006	....	.....	.....	.....	.....	.....	.....	....
Raritan and Delaware Bay	2,520,700	1,498,000	664,885	4,684,385	3,975,489	81.00	166,093	135,172	19,359	320,624	351,586	*30,962	....
South Branch	388,300	.....	.....	388,300	408,582	16.00	(Operated by Central R. R. Co. of New Jersey.)						....
Salem	180,550	100,000	.....	280,550	262,565	16.00	.....	.....	.....	37,469	26,919	10,550	6
Sussex	192,625	200,000	5,074	397,699	397,699	12.00	.....	.....	.....	53,054	36,706	16,348	....
Warren	1,408,300	600,000	.....	2,008,300	2,008,300	21.04	32,955	235,071	4,669	272,695	149,983	122,712	5½
West Jersey	588,400	400,000	388,000	1,376,400	1,588,483	38.05	.....	.....	.....	255,593	199,000	56,593	....

* Loss in operating road. † Also a dividend of 5 per cent. in stock. ‡ Also a dividend of 25 per cent. § Part cash and part stock.

An interesting experiment has just been made by Mr. Eaton, of the Grand Trunk (Ca.) Railway, to try the new peat fuel introduced by Mr. Hodges. The locomotive was specially adapted for the purpose by Mr. Eaton. The peat, which was green, was estimated to contain 30 per cent. of water, instead of the average amount of 10 per cent., which ordinary dried peat holds. The train ran from Montreal to Matilda, a distance of 102 miles, six minutes in advance of the ordinary running time, and carrying the full amount of steam the entire way. This section of the Grand Trunk contains the heaviest gradients between Montreal and Toronto, which renders the work performed remarkable.

The result, so far, establishes the fact that a ton of green peat will perform an equal if not greater amount of work than a cord of seasoned wood. It is a well known fact that ordinary wood in a green condition is quite unfitted for raising steam in a locomotive, which renders the comparison still more striking. From the enormous deposits of peat scattered over the Province, the Grand Trunk Railway and other companies will find a cheap substitute for wood, now every day becoming more expensive.

Upper Mississippi States.

The following table is given to show the increase of the States named at intervals of five years:

Census.	Iowa.	Wisconsin.	Minnesota.
1850	192,214	305,391	6,077
1855	509,414	552,451	.....
1860	674,913	775,881	172,023
1865	754,732	868,937	248,848

The increase per centum was as follows:

Periods.	Iowa.	Wisconsin.	Minnesota.
1850–'55	165.03	80.90 } 10 years	2,730.72
1855–'60	32.49	40.45 }	
1860–'65	11.82	11.99	44.69
1850–'66	292.67	184.52	399.49

Taking the three States together they have increased in the past fifteen years from 503,682, to 1,872,517, or 1,368,835—271.76 per centum.

☞ The Shepaug Valley (Ct.) Railroad Company, which is to build a road from Bethlehem to the Housatonic road, has been organized. This road is intended to run from Bethlehem to Litchfield, through Morris, and then to follow the Bantam and Shepaug Rivers through Bantam Falls, Davis Hollow, Smoky Hollow, Factory Hollow, Pork Hollow, Moosehorn, Judea, Green, Steep Rock and Mine Hill, to the confluence of the Shepaug and Housatonic.

☞ The Wheeling (Va.) *Register* says that "the city railway movement is about to be brought before the people of that city at an early day in a prominent manner. The Committee appointed by the Chamber of Commerce and the Corporators of the proposed railway have already received considerable encouragement."

☞ The Farmers' Railroad is now completed from Oil City to Petroleum Centre, and trains commenced running through from Corry to Oil City on the 6th inst.

☞ The old project of a railroad from Amesbury, Mass., to Exeter, N. H., has been revived. The road will be about 10 miles long, and will not be a very expensive one to build.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca.	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	3
Albany and Boston "	50	25¼	20,000	5
Algomah ... "	25	3	20,000	1⅝
Allouez ... "	25	1⅝	20,000	4
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	----
Aztec ... "	25	4½	20,000	----
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13¾	20,000	14¾
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	20c
Black River ... "	25	2½	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	1
Boston ... L. S.	25	2¼	20,000	
Brooklyn ... L. S.	25	2½	20,000	
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	½	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	1
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	4½
Champlain ... Ca.	1½	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	½	20,000	----
Concord ... "	25	4	20,000	6½
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	44
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2⅞	20,000	----
Dana ... "	25	3½	20,000	3½
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1¾	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	4
Edwards ... "	25	1⅝	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	14¾
Flint Steel River ... "	25	2¼	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	55
French Creek ... Pa.	5	----	100,000	55c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	21
Hanover ... "	25	1½	20,000	3½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	½	20,000	----
Humboldt ... "	25	5	20,000	3½
Hungarian ... "	25	1	20,000	2½
Huron ... "	25	19	20,000	46
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	2½	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	12
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ...	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares	Market price p.sh.
Copper:				
Knowlton ... L. S.	25	8	20,000	----
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca.	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	4¼
Marquette ... "	25	3¼	20,000	----
Maryland ... Md.	5	----	------	----
Mass ... L. S.	25	4⅝	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1⅞	20,000	----
Mendota ... "	25	1¼	100,000	----
Merrimac ... "	25	6¼	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	3
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1¼	20,000	----
Minnesota ... L. S.	25	18¼	20,000	18
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5¼	20,000	17
Native ... "	25	2	20,000	1¼
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	----
North Western ... "	25	11¾	20,000	4½
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick ... "	25	5½	20,000	5½
Pewabic ... "	25	3¾	20,000	35
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	12½
Pittsburg & Boston "	25	5½	20,000	51
Pontiac ... "	25	10⅝	20,000	1⅝
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	51
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6¼	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	2½	----	200,000	----
Rockland ... "	25	12	20,000	7½
Roscoe ... Ca.	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	9
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	8
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ... "	25	½	20,000	----
Seneca ... "	25	1	20,000	4
Sharon Consol ... "	25	½	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	½	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	1½
Star ... L. S.	25	11¾	20,000	1½
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	3⅝
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	----
Toltec ... L. S.	25	21	20,000	----
Tremont ... "	25	1⅛	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	3
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	2
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ... Pa	50	----	------	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	------	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	------	----
Clute ... "	5	5	110,000	----
Continental ... "	2½	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y	----	----	------	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	------	48
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	25c
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	------	2½
Warren ... N. H.	----	----	------	----
White Mountain. "	----	----	------	----
Coal & Anthracite:				
American ... Pa.	25	----	60,000	60
Appleton ... "	----	----	------	----
Ashburton ... Pa.	50	50	50,000	16½
Atlantic & G. C. ... Md.	----	----	------	1½
Baltimore ... "	100	100	------	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	2
Big Mountain ... Pa.	----	----	------	4½
Boston & Picton. N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N.S.	----	----	------	----
Cape Briton ... N. S.	2½	2½	200,000	3½
Cameron ... Pa.	50	----	50,000	----
Central ... "	100	100	20,000	55
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	------	----
Consolidation ... Md.	----	----	------	----
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	57½
East Mahanoy ... Pa.	----	----	------	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	30c
Fulton ... "	5	5	60,000	6⅞
Gilberton ... "	50	50	5,000	25
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	52
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	------	6½
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	------	17½
Lehigh & Susq ... "	50	50	------	4½
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	2
Mammoth Vein ... "	----	----	------	4
Maryland Anth ... Md.	20	20	25,000	5
Metropolitan ... "	100	100	------	----
Mt. Pleasant ... Pa.	----	----	------	28
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	------	5
North Carbondale ... "	----	----	------	----
Pennsylvania ... "	50	50	64,000	155
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	18½
Shamokin ... "	----	----	------	----
Somerset I. & C. ... "	----	----	------	----
Spring Mountain ... "	50	----	------	----
Spruce Hill ... "	10	----	100,000	4
St. Nicholas ... Pa.	----	----	------	2½
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	------	----
Wilkesbarre ... Pa.	100	100	21,750	64½
Wolf Creek ... "	----	----	------	----
Wyoming Valley ... "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	½
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	----
Baltic ... Col.	----	----	------	----
Bates & Baxter ... "	----	----	------	50c
Benton ... "	5	----	100,000	2
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	75c
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	4½
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Cobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300,000	35c
Consol Gregory ... Col.	100	----	50,000	70c
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	5⅞
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	2
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	75c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ...	50	----	25,000	----
Golconda ...	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	300,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	2½
Holman ... "	2	----	150,000	----
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	----
La Crosse ... "	10	----	100,000	3
Liebig ... "	5	----	200,000	80c
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	13½
Do. preferred ... "	100	100	57,744	30½
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	----
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ...	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	----
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	6½
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	6
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	12
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
Quicksilver:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	55
Santa Clara ... "	100	----	30,000	7½
Miscellaneous:				
American Tin ... N.H.	----	----	------	----
Rutland Marble ... Vt.	25	25	40,000	33
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalt. in single trk	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.38	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6⅔	....	27
30 Nov. '65	4.52	—	208	31	--	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	94½
30 Nov. '65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	....
30 Nov. '65	2.74	—	29	6	--	Lowell (Horse)	145,119	43,706	—	1,413	15,157	loss.	—	....	....
30 Nov. '65	12.50	—	197	32	--	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov. '65	33 74	—	840	151	--	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	....	59½
30 Nov. '65	3.87	—	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577	—	....	50¾
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	....
30 Nov. '65	6.75	—	52	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	....
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	....	....
30 Nov. '65	—	—	392	63	--	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90¾
30 Nov. '65	1.58	—	15	3	—	West Cambridge	16,350	13,650	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	....
30 Nov. '65	11.60	—	44	8	--	Worcester	92,763	75,800	61,500	1,826	19,637	loss.	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	...	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	—	....
30 Sep. '65	17.50	—	—	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	45,000	103,215	37,588	—	100	....
30 Sep. '65	10 75	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	...	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,000,000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	...	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	....
30 Sep. '64	24.00	—	...	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,662	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Central Pk, N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74,05[illegible]	—	100	....
30 Sep. '65	—	2.0	—	—	—	Clinton Avenue (Albany)	.....	2,500	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	...	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6 00	...	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	...	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	...	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	...	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	105	—	100	....
30 Sep. '65	8.37	—	...	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	...	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180,000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	—	—	....
30 Sep. '65	—	—	...	—	—	Troy & Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	...	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	...	...	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,900	20,950	105,358	29,459	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	55
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	28
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	17
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	—	—	....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	89
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	63
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	21½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	365,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	16,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	...	...	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	...	...	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	...	...	--	Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.63	—	...	...	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	90
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,000	--	.....	.....	..
Malden & Melrose bonds	49,451	--	.....	.....	....
Real Estate	10,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken. 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Oct. 1.					
Loan of Jan. 28, 1847 ....registered	$9,415,250	6	Jan. & July.	1867	138
Loan of March 31, 1848 ....registered	8,908,342	6	" "	1868	135
" " " ....coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ....coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ....registered	20,000,000	5	" "	1874	100
" " " ....coupon		5	" "	1874	103
Loan of June 22, 1860 ....registered	7,022,000	5	" "	1871	109
" " " ....coupon		5	" "	1871	110
Oregon War Loan of March, 1861 ....coupon	1,016,000	6	" "	1881	103
" " " " " ....coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ....registered	18,415,000	6	Jan. & July.	1881	112¼
" " " ....coupon		6	" "	1881	112¾
Loan of July 17, & Aug. 5, 1861 ....registered	264,307,500	6	" "	1881	112¼
" " " ....coupon		6	" "	1881	112¾
Loan of Feb. 25, 1862 (5-20s) ....registered	514,780,500	6	May & Nov.	1882	111¼
" " " (5-20s) ....coupon		6	" "	1882	103¼
Loan of March 3, 1864 (5-20s) ....registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) ....coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) ....registered	183,381,750	6	May & Nov.	1885	111¼
" " " (5-20s) ....coupon		6	" "	1885	110¼
Loan of March 3, 1864, (10-40s) ....registered	170,869,350	5	Mar. & Sept.	1904	99¾
" " " " ....coupon		5	" "	1904	99¾
Pacific R. R. Bonds of (currency) ....registered	8,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---		Due.	----
" June 20, '64 & Mar. 3, '65 1st series	743,996,050	7.3	Feb. & Aug.	1867	106¼
" March 3, 1865 ....2d series		7.3	June & Dec.	1868	106
" " 1865 ....3d series		7.3	Jan. & July.	1868	106¼
Matured Debt not presented	22,517,022	6	At maturity.	Due.	----
Gold Certificates of Deposit	11,057,040	---			----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	22,500,000	---	" "	1 d y	----
United States Notes (greenbacks)	399,165,292	---			----
Fractional currency	27,025,273	---			----
Navy Pension Fund	11,750,000	---			----
STATE SECURITIES.					
Alabama—Dollar Bonds ....coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" — " " "	688,000	6	" "	1876	----
" —Funded Interest Bonds "					----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116¼
" —War bonds "		7	" "	1872	----
Connecticut—State Bonds ....coupon	10,400,000	6	Jan. & July	'72-'90	97
" — " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) ....coupon	72,000	5	Jan. & July.	1869	----
" — " " "	2,271,750	6	" "	'68-'86	109
" — " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97¼
" — " ....registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ....coupon	721,198	6	" "	'60-'79	100
" — " 1862-'79 "	436,000	6	" "	'62-'79	----
" — " 1865-'79 "	229,372	6	" "	'65-'79	----
" — " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" — " "	1,778,677	6	" "	1877	100
" — " "	241,000	6	" "	1879	----
" — War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds ....registered	236,009	5	Jan. & July.	1866	87
" — " "	2,058,173	2½	" "	1866	---
" — " War Loan ....coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ....registered	200,000	7	Jan. & July.	1886	---
" —War Loan Bonds ....coupon	300,000	7	" "	1877	----
Kansas—State Bonds ....coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ....coupon	417,000	5	" "	'66-'73	----
" — " " "	3,204,000	6	" "	'68-'72	95¼
Louisiana—State Bonds ....coupon	9,856,000	6	various.	'67-'90	95
" —Funded Coupons "		6			----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99¼
" —War Loan Bonds ....coupon	4,800,000	6	Jan. & July.	1883	99¼
Maryland—State Bonds ....coupon	2,171,902	5	quarterly.	var.	60
" — " " "	1,727,000	6	"	1870	102
" — " " ....coupon	3,192,763	6	"	1890	----
" — " " ....inscribed		6	"	1890	----
" — " " (sterling) ....coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102¼
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100
" — " War Loan	6,429,000	5	" "	1894	100¼
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125¼
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,030,000	6	" "	'76-'78	111¾
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ....coupon	250,000	7	Jan. & July.	1868	----
" — " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ....coupon	250,000	8	Jan. & July.	1867	102¼
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	82
" — " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	82
" — " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	82
" —New Sinking Fund Bonds	--------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds ....coupon	1,650,000	6	" "	'83-'85	100
" — " " Notes	2,506,000	8	var.	var.	----
New Jersey—State Stock ....inscribed	95,000	6	Jan. & July.	var.	98¾
" —War Loan ....coupon	731,000	6	" "	'71-'72	96¼
New York—State Bonds ....general fund	703,000	7	quarterly.	1870	105
" — " " ....bounty fund	25,566,000	7	Jan. & July.	1877	107¼
" — " " ....general fund	1,189,780	6	quarterly.	pleas.	---
" — " " ....canal fund	702,000	6	"	1866	----
" — " " ....general fund	500,000	6	"	1868	98¼
" — " ....canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ....canal fund	6,000,000	6	Quarterly.	1873	100
" — " " " "	2,250,000	6	"	1874	98¾
" — " " " "	500,000	6	"	1875	99
" — " " " "	900,000	6	"	1877	----
" — " " ....general fund	800,000	6	"	1878	97¼
" — " " " "	909,607	5	"	pleas.	----
" — " " ....canal fund	192,585	5	"	1866	----
" — " " " "	1,163,000	5	"	1868	----
" — " " ....general fund	442,960	5	"	1868	----
" — " " ....canal fund	167,000	5	"	1871	----
" — " " " "	4,500,000	5	"	1874	91
" — " " ....general fund	900,000	5	"	1875	93
" — " " " "	800,000	5	"	1878	----
North Carolina—State bonds ....coupon	9,385,500	6	Various.	'66-'91	83¼
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	62¼
Ohio—State Bonds ....coupon	634,653	5	Jan. & July.	1865	----
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	----
" — " " "	2,183,532	6	" "	1870	98
" — " " "	1,600,000	6	" "	1875	98
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ....registered	20,209,000	5	Various.	'66-'90	95¾
" — " " " ....coupon	6,168,000	5	"	'77-'82	98
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102¼
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	97
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ....inscribed	1,708,000	6	" "	'68-'90	----
" — " " ....coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) "	--------	6	" "	------	----
Tennessee—State Bonds ....coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " " "	239,167	5¼	" "	'72-'79	----
" — " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	94¼
" —Funded Interest "	873,813	6	" "	1892	72¼
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ....coupon	1,650,000	6	June & Dec.	'71-'78	66¼
Virginia—State Bonds ....registered	21,888,398	6	Jan. & July.	'84-'95	43
" — " " ....coupon	11,108,000	6	" "	'86-'95	60¼
" " (sterling). "	1,865,000	5	" "	1872	----
" —Funded Interest ....registered	--------	6	" "	'76-'96	----
" — " " ....coupon	--------	6	" "	'76-'96	----
West Virginia—State Bonds ....coupon	--------	6		------	----
Wisconsin—State Bonds ....coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ....coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97¼
" — " "		6	May & Nov.	1875	100
" — " "		6	Jan. & July.	1886	99
" — " "		6	quarterly.	1890	98¼
" — " " ....coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "	7,846,026	5	Various.	'66-'70	124¼
" — " "		5	"	'71-'75	----
" — " "		5	"	'76-'80	100¼
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	----
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	101
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ....coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	93
" —Improvement Loans "		6	" "	'66-'95	----
" —Water Loans ....coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99¼
" — " " (new)	956,000	6	Jan. & July.	1876	98¼
" —Water Loan ....coupon	1,464,000	6	" "	1888	99¼
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	99¼
Jersey City—Water Loan ....coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ....coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " "	4,714,000	6	" "	'76-'78	----
" " — " "	1,800,000	6	" "	1883	----
" " — " "	5,149,271	6	" "	1887	----
" " — " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" " — " "	334,700	5	" "	1875	----
" " — " "	2,016,000	5	" "	1876	----
" " — " "	2,875,000	5	" "	'79-'80	----
" " — " "	900,000	5	" "	1890	----
" " — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	96¼
" — " " (new)	7,898,717	6	" "	'66-'99	99¾
Pittsburg—Municipal Bonds ....coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ....coupon	1,500,000	6	April & Oct.	'68-'71	98
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ....coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan "	484,000	6	" "	'71-'88	95¼
" —Sewerage Loan "	425,000	6	" "	'79-'88	85
" —Railroad Loans "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ....coupon	1,352,600	10	May & Nov.	1871	----
" — " " "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,852	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	476,036	433 549	386,459	412,423	464,806	493,690	467,313	538,504	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	216,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	318,549	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	430,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	103,037	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	------	------	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	122,621	124,175	121,904	245,511	213,944	209,199	188,223	275,906	------	------	------	------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	------	------	------	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,848	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. " "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'63-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	----
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	99
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96
"	200,000	6	----	----	1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	----
American Loan	3,120	6	"	New York.	1864	----
Loan for $500,000	211,600	6	"	"	1867	99
" " $800,000	354,100	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	91
" " $2,500,000	867,000	6	"	"	1889	91½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	98
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1555	----
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o.M.	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,408	—	Jan. & July.	Fr'nkfort o.M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	---
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	88¾
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76½
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36,660	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	96½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----	----	----	----
Toledo depot bonds	169,500	---	----	----	----	----
Funded Interest	34,280	---	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	40
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	99½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	----
Construction bonds, 2d Div'n	660,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96¾
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----	----	----
Endorsed by State of Tennessee	150,000	---	----	----	----	----
Mortgage (ordinary)	790,688	---	----	----	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	----	----
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,955	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----	----	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96⅝
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	91
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	83
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96⅞
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " " JB & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	114
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "		1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						66
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	82
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	415,500	6	" "	"	1886	116⅝
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3 22,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	120
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	41
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	....	101,102	37,866	—	....
28 Feb '59	39 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	....	55,791	31,352	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	....	....	....	....	....	....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—		—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	....	23.8	53,855	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	....	....	122.4	319,433	644,725	166,186	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	....	....	62.0	....	67,143	loss.	—	....
30 Nov. '65	76.2	3.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	....	85.0	48,662	172,590	74,758	2	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	112
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,934	714,058	268,396	9	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	133,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	....	....	—	....	....	....	....	....	....	....	....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	....	....	—	....	....	....	....	....	....	....	....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	....	*Pensacola and Georgia*	....	....	—	....	....	....	....	29.4	....	....	....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 000	36,500	22,721	1,296,541	86.7	....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	....	....	—	....	....	....	....	30.0	....	....	....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	....	53.0	....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	....	....	....	31.0	....	....	....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,155,000	312,500	—	8,123,343	232.0	....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	....	....	....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	....	....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,840,092	1,833,517	8½	112
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	137
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	....	6,820,750	1,802,272	—	46
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154 236	1,442,781	10	108½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	....	4,214,542	180.0	....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,456	7,181,208	2,174,924	10	129½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	....	—	4,000,000	6,700,000	—	10,700,000	209.0	....	2,240,744	488,558	—	44
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	....	....	....	4,390,000	5,600,000	....	....	224.0	....	....	....	—	51½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	....	448,858	230,834	9	75
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	....	....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	....	....	....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	....	2,665,000	1,150,717	....	206.0	....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.233,015	248,969	108.434	1,710,819	53.7	....	....	....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	....	9,008,369	188.0	....	340,898	....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	116½
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	....	1,550,000	....	....	....	....	....	....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	....	—	—	....	575,000	....	....	....	....	....	....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	....	—	—	....	600,000	....	....	....	....	....	....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	....	—	—	....	500,000	....	....	....	....	....	....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	....	....	83.2	....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	....	206.8	579,324	1,047,567	420,026	—	40
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152 0	—	3.6	....	—	—	....	*Platte County*	1,200,000	*	—	500,000	700,000	....	....	52.0	....	....	....	—	—
28 Feb. '65	283.0	—	14.4	—	4	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	233.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	....	3,883,402	114.0	100,562	197,744	1,295	—	—
30 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and* on Mountain	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	240,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin													
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	1,050,000	*	—	151,883	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,830	149.0	878,873	1,116,113	177,873	—	45
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	3,000,000	*	—	1,000 000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	4,212,201	*	57,091	1,447,060	2,733,800	1,0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
								MARYLAND.	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	162½
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,233	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,569,945	4,544,097	3	114
30 Sep. '65	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	10
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	110½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	130½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	141
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	141½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,560	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	67
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	109
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	----
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	----
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	120
31 May, '66	98.5	8.8	27.5	—	32	56	379	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	106½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er by B.	& L. Co.)	—	1	110½
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	----
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Troy and Greenfield				923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	55½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	144
								Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	----
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	----
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	740,296	595,588	568,000	—	1,308,696	82.0	387,789	615,728	215,978	9	106
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	—	3,068,400	151,400	254,341	—	—	.....	.....	.....	—	----
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	—	—	.....	Belvidere Delaware	3,425,078	*	4,315,144	997,112	2,193,000	259,472	3,449,685	75.2	.....	595,459	141,418	—	----
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	—	6,842,200	10,169,472	175,000	—	124.2	.....	6,274,657	1,702,559	10	130
31 Dec. '65	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,885,941	*	—	1,062,748	1,034,775	143,252	2,240,871	60.2	.....	283,638	94,067	—	----
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,966	10	127½
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,749	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	23.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,523	10	123
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	----
31 Dec. '65	65.0	16	.....	—	—	—	----	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	46½
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,558,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	----
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	----
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	1½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	84½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	121½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	69½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	116½
30 Sep. '65	136.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	----
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,651	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	75
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	----
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	----
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	----
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	----
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Renss	elae	r and S	aratoga	R. R	6	----
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	—	6	----
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	----
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	----
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	----
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	----
30 Sept. '65	10.3	—	.....	—	—	—	----	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
— — '58	223.0	—	.....	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	----
— — '59	97.0	—	.....	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	----
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	114
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	----
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,890,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	91
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,564	2,388,868	1,035,717	13	127
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	----
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	----
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	745,475	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '62	192.3	16.0	.....	—	48	34	628	Ohio and Mississippi	16,883,614	595 400	391,992	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
31 Jun. '66	153.9	116.0	9.0	—	26	17	423	Sandusky and Cincinnati	3,985,354	*	38,934	3,382,163	1,218,972	109,818	4,972,746	205.9	346,671	694,620	134,081	—	----
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	—	398,204	1,291,800	38,520	2,228,824	125.0	241,240	382,807	166,133	—	----
31 Dec. '64	212.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	46½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	----
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	----
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39¾
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,586	14,481,135	204.5	1,437,353	1,733,320	38,671	15	151
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	----
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	64⅝
31 Oct. '65	28.3	5.0	8.0	—	—	----	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	----	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459,169	4,189,111	10	56⅝
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	182,000	—	1,659,300	24.0	311,091	656,739	336,376	8	59
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R	. Co.)	—	32¾
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,663	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	58⅜
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125½
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,242	197.0	981,466	3,884,609	1,046,804	10	56½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489,062	3,288,547	10	109⅜
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	----	62.0	340,600	625,641	169,323	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina.	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '65	136.0	106.0	----	- -	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,985	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	—	—	----	—	—	.	—	Nashville and Northwestern	----	—	—	----	----	----	----	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	----	1,687,500	ope	r. by Vt.	Central	----	8	103
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,886	23.7	48,995	64,267	26,451	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	108.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	----	183,136	81,892	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	----
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.8	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280,968	634,081	359,130	5	----
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec. '64	195.0	175.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508,555	—	56
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	----
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	1d.10	----	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,539	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	[illegible],10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	----
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1¼	----
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	----	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,669,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada.	1,402,748	102,338	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec '63	[illegible]	—	—	—	11	22	120	Panama	8,000,000	*	658	5,000,000	7[illegible],000	—	10,762,728	48.7	----	127,436	1,328,924	—	205

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57⅞
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	74⅞
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,073,300	10	10	77½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,400,000	7	—	74½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74
Toledo & Wabash (preferred)	984,700	7	7	73
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	43
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	517,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	------	--	------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91⅞
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	------	------	90
Boat Loan	99,852	6	------	------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	83¾
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	209,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	120
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	10,000,000	10	153
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	------	---	----
Lehigh Navigation	50	6,091,700	10	59
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	123
North Branch	100	------	—	----
Sault Ste Marie	100	------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	29
" " (preferred)	50	2,888,988	—	37½
Susquehanna and Tide Water	50	2,048,260	—	14
Union	----	------	---	2¾
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	50 —	@ 52 —
Pig, American, No. 1	49 —	@ 50 —
Bar, Refined, English	100 —	@105 —
Bar, Swedes, assorted sizes (in gold)	95 —	@100 —
	—Store Prices.—	
Bar, Swedes, assorted sizes	— —	@170 —
Bar, English & American, Refined	— —	@120 —
Bar, English & American, common	— —	@110 —
Scroll, English	150 —	@200 —
Ovals and Half round	145 —	@155 —
Band, English	— —	@150 —
Horse Shoe	145 —	@155 —
Rods, English	125 —	@180 —
Hoop, English	150 —	@220 —
Nail Rod per lb.	— 10	@ — 11
Sheet, Russia per lb.	— 23	@ — 24
Sheet, English, Single, Double and Treble	— 6½	@ — 8
Rails, English (gold) per ton	55 —	@ — —
Rails, American	85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18½	@ — 24
English Spring (1st & 2d qlty.)	— 11½	@ — 13
English Blister (1st & 2d qlty.)	— 12½	@ — 20
English Machinery	— 14	@ — 16
German	— 15½	@ — 17½
American, Blister	— 11½	@ — 13½
American, Cast, Hammered	— 18	@ — 22
American, Cast, Rolled	— 13	@ — 15
American Spring	— 11	@ — 12½
American Machinery	— 14	@ — 15

COPPER—Duty: Pig, Bar and Ingot, 2¼; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— 43	@ — —
Sheathing, Yellow	— —	@ — 32
Pig, Chile	— —	@ — —
Bolts	— 43	@ — —
Braziers'	— 43	@ — —
American Ingot (cash)	— 30½	@ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena per 100 lb.	— —	@ — —
Spanish	— —	@ 6 87½
German Refined	6 87½	@ 7 —
English	7 —	@ 7 25
Bar per lb.	— —	@ 11 —
Pipe and Sheet	— —	@ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	— —	@ — 25
Straits (gold)	— 22	@ — —
English (gold)	— 22½	@ — 22½

	—Gold.—	—Currency.—
Plates, I.C. Charcoal. p. box	10 — @ 10 25	15 — @ 15 50
Plates, I. C. Coke	7 25 @ 9 50	10 50 @ 14 —
Plates, Coke Terne	7 25 @ — —	10 50 @ 10 75
Plates, Charcoal Terne	10 — @ 10 25	15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	7 —	@ 7 25
Clinch (cash)	— —	@ 8 50
Copper	— —	@ — 50
Ausable Horse, Norway Iron, Forged	— —	@ — 32
Zinc Nails (6 mos.)	— —	@ — 20

PETROLEUM—Duty; Crud'e, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 24	@ — 24½
Refined, free L. S. to White	— 58	@ — —
Ref'd, in bond, prime L. S. to White	— 42	@ — 42½
Ref'd, in bond, Standard White	— 43½	@ — 45
Naptha, Refined (60@63 gravity)	— 28	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	Th 4	F 5	Sat. 6	M 8	Tu. 9	W. 10
Atlantic M. S. S. Co.	112	112	111½	111¾	110½	110½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	116	116	116½
Canton Co.	54¾	----	54	----	53¾	55
Central Am. Transit	----	----	----	----	20	20
Chicago & Alton	111½	111	111	110½	----	----
" " pref.	----	----	----	----	----	113
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	131	135	----	136½	----	135½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46½	43	43½	42½	44¾	45½
" " pref.	75½	74	73½	72¾	74½	74¾
" " 1st M.	----	89	89	----	88¾	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	96	----	----	----
" " Consol.	----	83	----	----	----	84½
Chicago & Rock Isl.	107⅞	107½	107	106	101½	107½
" '1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	114
Clev. and Pittsburg	91	89½	89	88	89¾	90½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	75	----	----	76½
Clev. and Toledo	122	122½	122½	122½	122	122¾
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	55½	54	54½	54½	57	57½
Del. & Hudson Canal	154	----	----	153	----	----
Del., Lack. & West.	----	151	151	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	100	100
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	94½	91	92	89½	83½	84½
" pref.	82½	81½	80½	80	79½	80
" 1 M. 7 p.c. '67	----	103	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	---	----	99½	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	94½	----	----	----	----	----
Hudson River	123½	122¾	123	123	119½	120½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	104	104½	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	129	127	127½	126½	127	128¾
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	103	103
Marietta & Cin. 1st pref.	44½	44	44	43	----	42
" " 2d "	----	----	22	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	13¾	13½	13½	13½	13½
Michigan Central	114¾	114	114½	113	114	114
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	90½	89½	88½	87¾	89½	91
" " guar'd	----	----	----	----	----	100
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	98½	----	----	----	----
" " 2d pref.	87	----	87	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	55	----	----	----	----	54½
" " pref.	73½	73½	----	72½	----	73½
" " 1st mort.	91½	91	----	91	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	79	80	----	80	79¾	81½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	80	80	----	----	80	----
New York Central	119½	117	115	115	115½	115¾
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	114	114	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	96	----	----	----
" 6s, S. F. '87	95	----	----	----	----	94½
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '75	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	84	----	84	83½
" ex-coupon.	64¾	----	63½	63½	63½	63¾
" new	64½	64½	----	64	63½	63¾
Ohio & Miss. cer.	35	34½	33½	33	34	33½
" " pref.	----	81	----	80	81	----
Pacific Mail S.S. Co.	219	----	218½	----	218½	219
Panama	----	----	----	----	----	----
Phila. and Reading	118	116½	116¾	115½	116½	116¾
Pitts. Ft. W. & Chicago	109½	108½	108½	108	110	109¾
" 1M.	103½	----	----	----	----	104
" 2M.	----	----	----	----	97	----
" " 3M.	----	----	89½	----	----	----
Quicksilver Mining Co.	55	56	55½	55¾	54¾	54¾
St. L., Alton & T. H.	40	39	38½	44	----	----
" " pref.	73	73	74	----	----	----
" " 1M.	----	----	----	----	83	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	94	----	----	94½	----	72½
" ex-coupon.	72¾	73	----	----	----	72
" new	72½	72	72½	72½	72½	45½
Tol. Wab. & Western.	46½	46	45	----	45½	45½
" Pref.	73	----	----	----	----	----
" 1M. ex.	93	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	69½
Virginia 6s	69½	----	----	69	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	109½	----	----	110	----	110
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	102½	103	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99½	99½	99⅝	99½	99½	----
U. S 5s, 10-40s, reg.	----	99½	----	99⅝	----	----
U. S. 6s, 1881, reg.	111⅞	----	----	----	----	112⅞
U. S. 6s, 1881, cou.	111½	112⅜	112½	112¾	----	112¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	138	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	135	----	----	----
U. S. 6s, 5-20s, c. 1862.	111½	112½	----	113	113½	113½
U. S. 6s, 5-20s, c. 1864	----	109⅝	110	----	110	110½
U. S. 6s, 5-20s, c. 1865.	109½	109½	109⅝	110½	110½	110½
U. S. 6s, " reg.	111½	----	----	----	----	----
7.30 Notes, 1st series.	106	106	106½	106½	106½	106⅝
" " 2d series.	106	----	----	106½	106½	106½
" " 3d series.	106	106½	106½	106½	106½	106½
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Cattawissa	----	----	----	----	----	----
" preferred	32½	32½	31½	32	32½	32
Camden & Amboy	129½	----	129¾	----	130	130
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	92	92
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	91½	----	----	----
" mort. 6s,'89	98	----	98	----	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	57	----	----	57	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	59	59	59	59	59¾	59
" " 6s, '84	92½	92½	92¾	92½	92	92
Lehigh Valley R. R.	64½	64½	64½	64⅝	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	36	----	----	----	----	35
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57⅞	----	----	----	57	57
Morris Canal	----	----	----	----	85	----
" " pref.	----	----	123	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	92	92½	92	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	46½	46½	----	----	46½	46½
Pennsylvania R. R.	57⅞	57½	57½	57	57	56⅞
" 1st m.	101½	102	101½	101½	101½	----
" 2d m.	99	----	----	----	96	96
Penn. State, 5s	95⅝	----	----	95¾	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	----	----	----	----	----
Philadelphia City, 6s	96½	----	95¾	----	96½	----
" " new	99½	99¾	100	99¾	100	99⅞
" " munc	----	----	----	----	100	----
Philad., Germ. & Nor.	----	59	----	----	----	----
Phila. & Reading	58⅝	58½	58	58½	57¾	58½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	93	----	----	----	----	93½
Philadelphia & Erie	33½	33½	33½	33	----	33
" " 6s	----	91	91	----	91	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	29	----	----
" " pref.	37½	----	37⅝	----	37½	----
" " 6s '82	----	84	----	----	83¾	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	24	----	----	23¾	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	86	86
Hestonville, (Horse)	17½	17½	----	----	17½	----
Chestnut & Wal. "	----	----	----	----	----	55
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	W.4.	Th 4.	F.5.	Sat.6.	M 8.	Tu.9
Baltimore City 6s, 1875	----	99½	----	----	----	100
" " 1886	----	----	----	----	----	----
" " 1870	98	----	----	----	98	----
" " 1890	99½	99½	99	----	98¾	98½
Balt. and Ohio	113⅞	----	114	----	114	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	99
" " " '80	----	----	----	----	----	----
" " " '85	----	99½	96¾	----	97	97
Northern Central	----	----	----	----	----	----
" " b'ds, '85	88	88½	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	17½

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	Th. 4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Lowell	----	----	110	----	110½	
Boston and Maine	130½	130½	----	130½	----	
Boston and Providence	141	----	----	----	----	----
Boston and Worcest.	141½	----	142	----	----	----
Cheshire, pref.	57¾	----	57½	----	----	57⅞
Concord	68½	----	68	----	----	----
Connecticut River	108	----	----	----	----	----
Eastern, Mass.	107½	108	109	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	116	----	116	----	116
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105	----	106	----	----	----
Old Colony & Newport	107	107	107	106¾	106½	106½
Ph., Wil. & Baltimore	56½	56	56½	----	56½	56⅝
Portl'd, Saco & Ports.	102	102	----	----	----	102½
Vermont & Canada	----	----	103	----	----	----
Vermont & Mass.	55	55½	----	----	----	----
Western	140½	142½	----	143	144	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	94	----	----	----	----	94½
Metropolitan "	58½	59½	----	59½	----	----
Middlesex "	----	----	----	----	----	50¾
Central Mining Co.	----	49½	----	----	----	----
Copper Falls "	45½	----	46	----	45½	44
Franklin "	56	----	58	57½	56	55
Huron "	46	46	----	----	----	----
Isle Royale "	----	----	----	12	12	----
National "	----	----	----	----	----	----
Minnesota "	----	17	17	17¾	18	
Pewabic "	36½	35¾	35½	36	35	
Pittsburg "	----	51	----	50½	51	
Quincy "	51	50½	----	51	----	
Rockland	----	8½	----	----	7½	

London Stock Exchange.

The following were the closing prices for American Securities on the 21st of September.

United States 5-20 yrs., 1882, 6 per cent	72 @ 72½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	49½@ 50½
Erie shares, $100 (all paid), 8 p. c	47¾@ 48½
Do., convertible bonds, 6 p. c	69 @ 71
Illinois Central 6 per cent, 1875	80 @ 85
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78 @ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central. $100 shares	60 @ 65
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	77 @ 78
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, October 13, 1866.

Stock Exchange and Money Market.

Money has been in more active speculative demand, since our last. The extraordinary activity in Stocks has given temporary employment to enormous sums. Capitalists have been well prepared to meet the increased requirements of operators. Hence, there has been no marked changes in prices. Strictly first class houses have been promptly supplied at 4 per cent, and other leading firms at 5 per cent, on call. The rates to the large dealers in Government Securities have ranged from 3@4 per cent, with very liberal offerings at these figures. There has been rather less movement in the discount line, chiefly because of the comparative scarcity of prime to good short-date commercial paper, rates on which have been stationary at from 5@6½ per cent. per annum. Lenders have been more ready to respond to discount applications and have evinced less disposition to discriminate against four and six months' notes, to which they were decidedly averse earlier in the season. The banks have been quite generous in granting aid to the current speculations. Last week, they increased their loans $4,406,778, and their circulation, $88,408; while losing $2,486,342 of their legal tender reserve, and $1,440,262 of their specie. They gained $5,147,585 in the deposit line. Their deposits are now $228,484,370, or about forty millions more than at the same time last year. Their legal tender reserve amounts to $85,339,679, against $58,511,752 same time last year. Their circulation now stands at $29,302,358, against $10,970,397 same time last year. The loans now reach the unprecedented sum of $274,210,161, or forty-six millions more than at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $138,180,293 a day, against a daily average of $96,261,995 the preceding week; and $100,881,220 the week ending with Sept. 22. The current week's exchanges average about $134,301,439 a day. The loss of legal tender, during the week, is mainly accounted for by remittances to the interior, where currency has been less abundant, and more urgently sought after. Reports from Chicago speak of a rather stringent and excited market, caused by the enlarged volume of business in produce, chiefly on speculative account, which interest the country banks have been seemingly decidedly eager to foster.

Mr. Camp, the superintendent of the City Bank Clearing House, has prepared the following interest exhibit of the annual clearances and balances of the city banks, for a period of thirteen years, ending with Oct. 1, comprising the whole period of the existence of the Clearing House, which was organized in 1853:

	Exchanges.	Balances.
1854	$5,750,455,087 06	$207,411,493 69
1855	5,362,912,098 38	289,694,137 14
1856	6,906,213,328 47	334,714,489 33
1857	8,333,226,718 06	365,313,901 69
1858	4,756,665,386 09	314,328,910 60
1859	6,448,005,956 01	363,984,682 56
1860	7,231,143,056 69	381,693,438 37
1861	5,915,742,758 05	353,383,944 41
1862	6,871,443,591 20	415,530,331 46
1863	14,867,597,848 60	677,626,482 61
1864	24,097,196,655 92	885,719,204 93
1865	26,032,384,341 89	1,035,765,107 68
1866	28,717,146,914 09	1,066,135,106 35
Total for 13 years	$151,590,133,640 51	$6,780,211,230 52
Balances	6,780,211,230 82	
Tot'l trans.	$158,070,344,871 33	

National Bank notes to the amount of $495,700, were issued last week, making the total issue to 1,661 banks thus far $293,528,603, against $194,182,630 same time last year. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $332,903,300; and for the public deposits, $39,171,950—making a total of $372,075,250.

The U. S. Sub-Treasury receipts, week ending with Oct. 6, were $10,212,269, including $2,266,335 from customs duties; payments, $7,766,590; balance at the close of the week, $90,288,601, against $87,842,832 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $4,810,139, and payments, $2,348,066. Tuesday, receipts, $3,415,062, and payments, $1,973,738. The balance at the close of business on Tuesday stood at $92,058,007, against $89,457,801, a week ago.

Government revenues were moderate last week. Excises, yielded about $6,500,000; customs at

the port of New York, $2,266,335, and at the outports, at least $1,150,000 more, making the grand total income for the week equal to about $11,624,000 in currency, against disbursements of only $834,934 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $108,000,000.

An extremely favorable representation has been given to the last public debt statement, to Oct. 1, the details of which we print elsewhere in this paper. These details show a net liquidation of $22,346,226 54 during the month of September; and of $184,352,629 75 since August 31, 1865, when the debt was largest. The net indebtedness of the country August 31, 1865, was $2,757,689,571 43; October 1, 1866, it was $2,573,336,941 68—net liquidation in 13 months, $184,352,629 75. Thus it appears that the debt has been cancelled at the monthly rate of over thirteen millions since August 1, 1865. The aggregate legal-tender circulation shows a slight contraction, being now $554,677,432, against $555,115,732 on 1st ult. The plain greenback circulation on June 1 was $402,128,318; August 1, $400,361,728; Sept. 1, $399,603,592, and Oct. 1, $399,165,292. It is confidently expected that the interest-bearing Public Debt, amounting to $2,240,996,132 will be further reduced, perhaps by the 1st January, and certainly by the 1st July, 1867, to two thousand millions, and the entire Interest charge to about $120,000,000 per annum. Already $22,500,000 of the principal has been notified for payment on the 25th inst., and the gradual and judicious application of only a portion of the gold balances in the Treasury to the purchase of the 6s of 1867-8, and other gold-bearing Stocks, would not only make a further reduction of say $50,000,000, but greatly hasten, by the very influence of these purchases, the conversion of the 7.30 per cent. notes into the Consolidated 5-20 Stock of 1865, and still leave, at the close of the present quarter, (Dec. 31,) full sixty millions of Gold in the ownership of the Treasury, after paying out $24,000,000 in November for Gold Interest. We should not be surprised to find Government anticipate the purchase or prepayment of a large portion of the $155,000,000 Compound Notes out of the surplus currency revenues of the quarter.

We have been rather authoritatively informed that Government negotiated successfully last week for the purchase of over a million of the gold bearing six per cent. bonds of 1867. The price agreed upon was about 93½ per cent. in coin, according to our advices, which, with gold, at 150, is equal to about 140 in currency. This would leave a small profit to the parties of whom the Government is represented as having made the purchase.

Gold has been as low as 148 regular way, and as high as 152 cash, since our last. The latter figures were realized on a few exceptional transactions on Monday, when the *bulls* in the Gold Room sharply cornered the speculative and mercantile *short* interest. Cash gold on that day was extremely scarce, and as much as 1½@2 per cent. a day was paid for the use of coin for immediate delivery. On Tuesday, there was a decided reaction. The opening price 149, followed by a decline to 148, and a final rally to 149⅜. On Wednesday, the opening figures were 149⅛, and the highest rate 151¼, the closing quotation having been 150⅜. The speculative and mercantile demand was more urgent, and the *bulls* availed themselves of this circumstance to give the market a fresh twist. In the street it was stated that the parties, of whom the purchase of 1867 bonds was made by Government, as mentioned above, were represented in the Gold Room on the *bull* side, which if true, would seem as if they were disposed to increase the profit of the Stock turn, by inflating the premium on the specie equivalent. This is pretty sharp practice, even for Wall street. The customs demand last week, averaged $391,466 a day; thus far, this week, it has been equal to $491,500 a day, or equal to a weekly aggregate of $2,949,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $755,788, but there were no receipts from California. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $106,949,636, against $76,903,526 same time last year. The total receipts of California gold at this port since Jan. 1, have been $32,749,404, against $13,728,147 same time last year, showing an increase, in 1866, of $18,521,258. The exports of specie from this port, last week, were $296,700, making the total outflow of specie from the port, since Jan. 1, $54,167,929, against $23,029,538 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $46,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,852,589, against $28,565,043 same time last year. Outside of the speculative and mercantile demand for coin, the main reliance of the *bulls* is on the Customs drain. The Customs revenue of the Government at this port keeps up to a handsome average, leading to a steady accumulation of coin in the National Treasury. Of the Treasury coin balance on the 1st inst., which stood at $86,259,909, the sum of $75,202,269 was absolutely the property of the department, as against $60,858,698 on the 1st of September, showing a gain during the month of $14,343,571; while the sum of only $11,057,640 belonged to depositors holding gold certificates, as against $15,480,220 standing to the credit of the same parties on the 1st ult., indicating a reduction of $4,422,580 in this form of the National obligations.

According to the official records of the Treasury Department demand notes, to the amount of $250,374 75 are at present outstanding. These notes are receivable for customs duties, but cannot by law be redeemed at the Treasury for more than par in greenbacks. $59,779,625 have been redeemed since the original issue of $60,030,000.

By the *Teutonia* on Wednesday, equal to $42,300 in coin was received at this port from Hamburg.

Foreign exchanges have been seriously disturbed and depressed, this week, mainly by the *clique* operations in gold, though in part by the increased offering of bills, resulting from fresh speculative purchases of U. S. 5-20s, on foreign account. Bankers' 60 day bills on London have been quoted down to 106½@107½, and on Paris to 5.32½@5.25; sight bills on London to 107⅜@108⅛; and on Paris to 5.25@5.22½. There has been a limited offering of produce bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,930,151, against $2,418,527 same week last year. The exports since January 1, have been to the value of $148,258,934, against $120,219,890 same time last year.

A marked increase in business in Government securities has been noticeable this week. There have been extensive investment, and some considerable speculative purchases. The favorable debt statement of the 1st inst., stimulated the demand, very decidedly. The purchases have been quite evenly distributed through the whole list, though the 5-20s of all four issues have been the most freely dealt in. U. S. sixes of 1867 closed 138½; U. S. sixes of 1868, at 135½; U. S. sixes of 1881 closed 112¾@113; U. S. Five-twenties of 1882 at 113@113¼; U. S. Five-twenties of 1865 at 108⅜; U. S. Five-twenties of 1866, 108¼@108⅜; U. S. Ten-forties at 99⅝, and U. S. Seven-thirties at 106⅛@106⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	117	May, 1865	112¼
July, 1864	116½	August, 1865	110¾
August, 1864	116	September, 1865	110¼
October, 1864	115	October, 1865	109¾
December, 1864	114		

In the railway and miscellaneous share line, last week, closed very briskly and buoyantly, after the most extensive six days' business on record. The Erie speculation, however, suddenly broke down on Monday, leaving the market decidedly feverish. Tuesday, the annual election took place, resulting practically in the restoration of the old board of directors to office for another year, the only important change having been the substitution of Mr. Lane for Mr. Vanderbilt. The street talk is that the big fellows in the old board bought up their opponents, thus silenced opposition, and depriving the street operators of much of their antcipated profits on the inflation of the stock. Since Monday, there has been a less excited, but more stable and promising market for all really paying property. The tendency on Wednesday was toward higher figures for the better class of stocks.

There has been less doing in produce and merchandise, during the week, and prices of breadstuffs, cotton, and provisions have favored buyers. There has been comparatively little inquiry for produce for export, because of the current rates in this market being above the views of shippers. Speculation in produce at the West is less rampant, in consequence of the contracted volume of currency available at the various centres, and the breadstuff market closes decidedly heavy. Cotton has receded 5@6 cents per lb., but closes with rather more buoyancy. The week's exports of cotton have been 1,813 bales from this port, and 2,100 bales from all the shipping ports, leaving an available supply of 110,000 bales here, and at all the shipping ports, of 260,000 bales. According to the official annual exhibit of the Cotton trade of the United States, for the year ending Sept. 1, 1866, the total receipts at all the shipping ports of the United States, were 2,151,043 bales, against 3,656,086 bales in 1860-'61; total exports, 1,554,664 bales, against 3,127,565 bales in 1860-'61; total taken for home consumption, &c.,

667,292 bales, against 843,740 bales in 1860–'61. The total receipts at all the shipping ports from May 1, 1865, to Sept. 1, 1866, were 2,571,043 bales. In dry goods, the business has been principally in domestic cottons, heavy woolens, and fancy dress fabrics, at, however, less buoyant prices. The total imports of foreign dry goods, last week, were $1,867,576, and the total amount marketed $1,838,907. The value of foreign merchandise imported last week, was $2,539,429—making the grand total specie value of last week's imports of dry goods and merchandise, $4,406,006, and since January 1, $238,979,377, against $151,-265,588 same time last year. The freight market is quiet, but firm with 521 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 22.	Oct. 2.	Oct. 6.
Consols	—@89¼	89½	89¼
U. S. 5-20's	—@72½	70¼	70¼
Erie	—@48	51½	51½
Ill. Central	—@78½	78¼	78½

The New York exports, exclusive of specie, for the week ending Oct. 9, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,418,527	$2,939,151
Prev. reported	117,801,363	145,328,783
Since January 1	$120,219,890	$148,258,934

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,129,787	$1,867,576
Gen. merchandise	2,715,999	2,539,429
Total for the week	$5,845,786	$4,407,005
Prev. reported	138,839,335	236,460,263
Since January 1	$144,685,121	$249,867,268

The balance in the Sub-Treasury on Wednesday was $92,858,315 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, issued to Wilmington, Charlotte and Rutherford R. R., 64½; Ohio and Miss., 1st mort., 90½; Illinois 6s, 1877, 100; Virginia 6s, ex-coupon, 46; Louisiana 6s, 95; New York State 6s, 1872, 100; do., 5s, 1875, 93; do., 7s, Bounty Loan, 107½; Minnesota 8s, 102½; do., 7s, 1870, 105; New Jersey Central, 127½; Hannibal and St. Joseph, 40; do., pref., 55; Chicago and Great Eastern, 51¼; do., 1st mort., 65; Stonington, 111; Chicago and Milwaukee, 70; New York and New Haven, 112; Great Western 2d mort., 1893, 75; Smith and Parmalee Gold, 12; Bergen, C. and O., 0.35; Bullion Consol., 5.05; La Crosse, 3.00; Eagle, 0.75; Consol. Gregory, 0.70; Downieville, 2.04; Burroughs, 0.75; Rocky Mt., 5.95; Quartz Hill, 5.95; Liebig, 0.80; Montauk, 0.98; Benton, 1.90; Oak Hill, 0.65; Nye, 0.37; Croydon, 6.06; Columbian, G. and S. 1.35; Central Coal, 55; Wilkesbarre Coal, 64¼; Pennsylvania Coal, 155; Butler Coal, 16; Spruce Hill, 4; Ashburton Coal, 16½; Schuylkill Coal, 8; Bennehoff Run Oil, 8; Excelsior, 0.33; Oceanic, 0.19; Brookline, 0.55; N. Y., Ph. and Balt., 0.14; Shade River Oil, 0.17; Bemis Height, 2.60; Mariposa pref., 30¼; Brunswick City Land, 8; Union Navigation, 111; Adams' Exp., 100; Boston Water Power Co., 33; Walkill Lead, 2.28; Keystone Silver, 0.14; Western Union Tel., 55¼; do., Russian Extension, 97; Central Bank, 116; Phœnix Bank, 107; Nassau Bank, 108; Corn Ex. Bank, 120; Bank of Commrce, 120; Shoe and Leather Bank, 112; 4th National Bank, 107; Ocean Bank, 106; Am. Ex. Bank, 118; Merchants' Bank, 116⅛; Bank of America, 138½; Hanover Bank, 111.

Philadelphia.—Sunbury and Erie 7s, 95⅛; Camden and Atlantic 2d mort., 60; Belvidere Delaware bonds, 81; West Jersey R. R. bonds, 85½; Huntingdon and Broad Top 1st mort., 85; New Jersey 6s, 100; Harrisburg 6s, 93; Allegheny Co. 20-year bonds, 76; Germantown R. R., 30; Connecting R. R., 93; Girard College R. R., 28; 13th and 15th streets, 21⅛; Sch. Nav. Boat Loan, 88; Camden and Amboy, scrip, 45½; St. Nicholas Coal, 2½; N. Y. and Middle Coal Fields, 5; Fulton Coal, 6⅝; Keystone Zinc, 1⅛; Mechanics' Bank, 33; Commonwealth Bank, 58; Corn Ex. Bank, 70; Northern Bank of Kentucky, 122½; Farmers' and Mechanics' Bank, 133½; Central Bank, 130; Commercial Bank, 58; Consolidation Bank, 45; Maple Shade Oil, 2⅜; Feeder Dam, Egbert, ¼; Big Tank, ¼; Ocean, 5; Caldwell, ¾; Corn Planter, 44c. The latest quotations are: City 6s, 95½@97; do., new, 99¾@99⅞; State 5s, 95¾@96; do., coupon, 95¾@96½; do., 6s, W. L., 103@104; Phila., Wil. and Balt., 56½; Reading, 58⅛@58¼; do., 6s, 1870, 93½@94; do., bonds, 92@92¼; do., con., 115@116; Camden and Amboy, 129¾@130; Penn. R. R., 56¾@56⅞; do., 1st mort., 101@101½; do., 2d mort., 96@96¼; Little Schuylkill R. R., 35@36; Morris Canal, 84@85; do., pref., 121@124; do., bonds, 90@93; Wyoming Valley Canal, 59½@61½; do., 6s, 86@90; Susquehanna Canal, 14@14⅛; do., 6s, 61@61⅛; Sch. Nav., 28¾@29¼; do., pref., 37⅛@37½; do., 6s, 1882, 83¾@84; Union Canal bonds, 23@24; Delaware Div. Canal 56@57; do., bonds, 92@95; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 98¼@99; do., 5s, 65@69; Lehigh Coal and Navigation, 58¾@59; do., bonds, 1884, 91⅞@92; North Pennsylvania, 39¾@40; do., 6s, 92¼@92½; Philadelphia and Erie, 32⅝@32¾; do., 6s, 90@91; Minehill, 57@57¼; Catawissa, .@..; do., pref., 31¼@31⅜; Lehigh Valley, 64⅜@64¾; do., bonds, 96½@99; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 88@91; West Philadelphia, 72@75; Spruce and Pine, 35@38; Green and Coates, 30@31; Chestnut and Walnut, 55@56; Thirteenth and Fifteenth, 21¼@21½; Girard College, 28@28½; Tenth and Eleventh, 64@66; Union, 41@43; Hestonville, 17¼@17⅜.

Boston.—Boston, Hartford and Erie, 10; do., 7s, 43; Vermont Central 1st mort., 120; do., 2d mort., 41; Ogdensburg 1st mort., 100; Rutland and Burlington 1st mort., 120; Eastern R. R. 6s, 1874, 98¾; Pittsfield and North Adams R. R., guar., 94; Ogdensburg and Lake Champlain, 75; do., pref., 102½; Sandusky, Dayton and Cin., pref., 32½; Granite Railway, 53¼; Connecticut and Pass. Riv. pref., 77½; Boston Water Power Co., 33; Cary Imp., 14; Adams Express Co., 104½; East Boston Co., 13; Mammoth Vein Coal, 4; Short Mt. Coal, 18½; Mt. Pleasant Coal, 28; Breton Coal, 3¼; Tudor Lead, 1.70; Coal Hill, Lead, 1⅛; Montezuma Gold, 1.70; Quartz Hill Gold, 6.15; Croydon Gold, 5.85; Bullion Consolidated, 4.75; Caledonia Gold, 0.10; Baltic Gold, 0.50; Cook Co., Ills., 7s, 97½; Chicago 7s, sewerage, 99¾; St. Louis 6s, 1871, 93½; Hallowell 6s, 97½; Albany 6s, 1886, 96; Charlestown 5s, W. L., 90¼; Portland 6s, 1877, 98; Bath 6s, 1891, 97¾; Bangor 6s, 1874, 98⅝; Boston 6s, 1867, gold, 140; do., 1874@1877, currency, 101¼; do., 5s, gold, 1869, 126¼; do., currency, 1880@1884, 100½; Rhode Island 6s, 97; Connecticut 6s, 97; Maine 6s, 99½; Massachusetts 5s, 1868, gold, 125¼; do., 1883@1894, 100¼; do., 6s, 1876, gold, 111¼; Pepper Well Oil, 1.00; Boston and Oil Creek Land, 0.10; Pittsburg and Boston, 0.12; Massachusetts and Oil Creek, 0.35; New England, 0.17; Indian Spring, 0.50; Great Basin, 0.08; Oil Creek, 0.15; State Bank, 110¼; Everett Bank, 100; Mt. Vernon Bank, 116; Market Bank, 101; Eliot Bank, 118; Bank of Republic, 127; Revere Bank, 133; Bank of Commerce, 118½; Bank of Redemption, 119¾; Suffolk Bank, 113¾; Webster Bank, 109¼; Tremont Bank, 120; Merchants' Bank, 118¼; Exchange Bank, 140½; Bank of North America, 105¼; North Bank, 115; Shoe and Leather Dealers Bank, 139¾; Faunel Hall Bank, 128½; Blackstone Bank, 125; Bay State Mining Co., 14¾; Bedford, 30c.; Boston, 1; Concord, 6½; Canada, 1.10; Dana, 3⅛; Eagle River, 4; Evergreen Bluff, 14¾; French Creek, 55c.; Hancock, 21; Humboldt, 3⅞; Hungarian, 2¼; Hanover, 3¼; Manhattan, 4¼; Madison, 2; Mesnard, 3; Northwestern, 4½; Native, 1¼; Phœnix, 12¼; St. Clair, 9; South Side, 1½; Superior, 3⅝; St. Louis, 8; St. Mary's, 1; Winthrop, 2.

Baltimore.—N. W. Va. R. R., 18; do., 1st mort., 96½; Marietta and Cincinnati bonds, 87½; Liberty Copper, 1.40; Guilford, 0.15; Santa Clara, 7½. Gardner Hill, 0.70; Mineral Hill, 0.45; Atlantic Coal, 1.00; Farmer's and Planters Bank, 32; Mechanics Bank, 17; Howard Bank, 12; Franklin Bank, 127½; Union Bank, 64⅛; Bank of Commerce, 28⅛. The latest quotations are: Balt. and Ohio, 114@114; do., 6s, 1867, 99@100⅜; do., 1875, 98@99; do., 1880, 98@99; do., 1885, 97@97¼; Northern Central, 46¼@46⅞; do., bonds, 1885, 88¼@89; N. W. Va. 1st mort., 1873, 97@97½; do., 2d mort., 90@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 86@87; Central Ohio, 21@25; do., 1st mort., 82@85; Western Md. bonds, 76@76½; do., guar., 96@97; Maryland 6s, coupon, 1870, 102@104; do., Ins., 100@102; do., 1890, 100½@102; Baltimore 6s, 1870, 98@98; do., 1873, 96@97; do., 1875, 100@100¼; do., 1886, 98¾@99; do., 1890, 98½@98¾; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@18¼; Canton Co., 53¼@53½; Gardner, 0.50@0.65; Am. Gas Coal, 1.20@1.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, ½6@7⅝; Balt. Chrome, 0.40@0.50; Bare Hill, 0.60@0.70; Atlantic Coal, 1.00@1.05; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

☞ Messrs. Fowle & Co., 70 Broadway, N.Y., are sole agents in the United States for Owen's Patent Wheel, Tire and Axle Co., Rotherham, Eng., Manufacturers of Owen's Patent Axles, and solid, weldless cast steel and wrought iron tires—warranted equal to any imported. See their advertisement in another column.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Oct. 5th, 1866, were $75,191 90
Corresponding week of 1865 ..... 92,082 76

Decrease $16,890 86

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 29th, 1866 were $167,053 00
Corresponding week of previous year.. 169,642 00

Decrease $2,589 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Sept., 1866.. $33,577 00
Corresponding week previous year.... 35,581 21

Decrease $2,004 21

The earnings of the Western Union Railroad for the week ending Sept. 30, 1866 ... $24,401 07
Corresponding week previous year.... 23,680 34

Increase $720 73

The earnings of the Chicago and Rock Island Railroad for the 4th week in Sept., 1866, were $104,781 00
Corresponding week of previous year.. 86,406 00

Increase $18,375 00

The earnings of the Chicago and Northwestern Railway for the fourth week in Sept., 1866 were $315,850 00
Corresponding week of previous year.. 330,490 00

Decrease $14,640 00

The earnings of the Detroit and Milwaukee Railroad for the fourth week in Sept., 1866, were $41,356 00
Corresponding week of 1865..... 43,389 00

Decrease $2,033 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of Sept., were $17,460, an increase of $8,913 on the same week last year.

Illinois Central Railroad.

The statement of this Company for the month ending September 30, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	19,255.07 for	$193,044 16
Acres Int. Fund Lands sold.....	920.00 for	13,198 40
Acres Free Lands sold..	2,047.80 for	28,378 70
Total sales during month of Sept., 1866.....	22,222.87 for	$234,621 26
To which add Town Lot Sales		1,285 00
Total of all		$235,906 26
Cash collected in Sept..		$224,947 46

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$160,152 98
do.	Freight	330,510 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in Sept., 1866..		$551,021 31
Total Receipts in Sept., 1865.....		$686,381 63

☞ The New York, Alexandria, Washington and Georgetown Steamship Company has organized and appointed the following officers: Abraham H. Covert, president; John R. Elvans, vice-president; Richard Riker, treasurer; Geo. W. Brown, secretary. Three fine steamers have been purchased.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th Sept., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	490,600	5,733,700	10,493,900	573,100
1866..	120,100	2,261,300	19,180,900	342,600
Dec.	370,500	3,472,400	*8,687,000	230,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,064,980 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Sept., in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls.....	670,400	490,600	120,100
Wheat, bush....	11,572,400	5,733,700	2,261,300
Corn, bush.....	7,435,600	10,493,900	19,180,900
Barley, bush....	220,500	573,100	342,600
Oats, bush.....	5,759,200	6,413,800	6,643,800
Rye, bush.....	135,300	501,800	679,800
Malt, bush.....	.....	421,200	333,100
Beef, bbls	5,600	7,190	100
Pork, bbls.....	54,700	14,850	11
Bacon, lbs.....	559,300	1,273,100	.....
Butter, lbs.....	147,200	107,600	47,300
Lard, lbs.....	1,760,500	1,964,100	58,900
Cheese, lbs.....	438,100	6,557,100	1,432,900
Wool.....	658,500	426,400	403,200

St. Louis and Iron Mountain Railroad.

The St. Louis *Republican*, in noticing the sale of this road on the 27th ult., says:

The sale was one to foreclose the mortgage held by the State on this road, which now amounts to about $4,700,000, consisting of the principal of the bonds issued by the State to the road, $3,501,000, and interest in arrears.

This road, which as it is well known, connects St. Louis and the great iron region at Pilot Knob, is eighty-six and a half miles long. The company which built it was chartered with a capital of six million dollars. The paid up subscriptions to capital were $1,971,447, to which St. Louis city and county contributed $1,500,000 in bonds. Other corporations subscribed, chiefly in bonds, $255,000. The balance, $282,500 was made up by individual subscriptions.

The cash cost of the road and equipment, including Potosi Branch, rolling stock, &c., was, per last report, November, 1865, $4,356,819. The discount and interest paid in State, county and city bonds was $1,448,114, making a total of $5,804,933. The gross earnings for the year ending October 1, 1865, were $524,713. The expenses were $484,244. These expenses include for operating expenses $167,674, repairs of rolling stock $101,684, and repairs of road and bridges $214,885. This last item was unusually heavy, owing to circumstances of an extraordinary character.

This road will now be put into the hands of the Commissioners and will be offered for sale on terms prescribed by an act passed at the last session of the Legislature.

☞ The President has appointed the following gentlemen United States Government Directors of the Union Pacific Railroad Company until the first Wednesday of October, 1867, viz: Timothy J. Carter, of Illinois, Charles T. Sherman, of Ohio, George Ashmun, of Massachusetts, Springer Harbaugh, of Pennsylvania, and Jesse L. Williams, of Indiana.

☞ The Columbia and Port Deposit Railroad Company broke ground at Port Deposit about two weeks ago, and have since been pushing their work forward. The road will connect with the Philadelphia and Baltimore Central, which is nearly completed to the Susquehanna River, and with the branch of the Philadelphia, Wilmington and Baltimore road from Perryville to Port Deposit, which is also being pushed rapidly to completion.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool	$4,356,477	$2,952,134
" cotton...	1,427,662	770,189
" silk.....	2,598,647	1,170,067
" flax.....	1,279,711	804,847
Miscellaneous dry goods..	425,058	650,944
Total entered for cons'n..	$10,087,555	$6,348,181

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool	$673,125	$1,828,397
" cotton...	87,173	351,378
" silk.....	291,111	999,851
" flax.....	364,268	402,791
Miscellaneous dry goods..	73,923	126,268
Total withdrawn from warehouse.....	$1,489,600	$3,708,415
Add entered for consump.	10,087,555	6,348,181
Tot. thrown on the market.	$11,577,155	$10,056,596

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool	$410,966	$1,234,756
" cotton...	122,468	354,717
" silk.....	365,464	508,417
" flax.....	188,827	569,312
Miscellaneous dry goods..	22,977	160,292
Total entered for wareh'g.	$1,110,702	$2,827,494
Add ent. for consumption.	10,087,555	6,348,181
Total entered at the port.	$11,198,257	$9,175,675

The imports of foreign dry goods at New York for nine months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool...	$17,604,327	$26,257,881
" cotton..	6,012,364	12,861,398
" silk.....	11,105,063	14,337,894
" flax	6,626,246	10,628,775
Miscellaneous dry goods.	2,250,870	6,178,775
Tot. entered for consump.	$43,598,870	$70,264,723

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool....	$8,471,475	$14,497,656
" cotton ..	2,533,705	5,187,922
" silk.....	3,263,091	6,461,309
" flax.....	3,625,800	4,335,280
Miscellaneous dry goods..	713,754	952,533
Total withdrawn from warehouse.....	$18,607,825	$31,434,700
Add ent. for consumpt'n	43,598,870	70,264,723
Total thrown on the market.....	$62,206,695	$101,699,423

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool...	$5,791,253	$16,005,910
" cotton..	1,476,306	5,018,631
" silk....	2,695,529	6,947,604
" flax	2,505,803	5,037,666
Miscellaneous dry goods.	443,107	1,213,804
Total entered warehouse.	$12,911,998	$34,223,615
Add ent. for consumpt'n.	43,598,870	70,264,723
Tot. entered at the port.	$56,510,868	$104,488,338

Western Maryland Railroad.

The President of this company, Robert Irwin, Esq., corrects a statement made in the Baltimore *American*, that "several routes have been surveyed—one near Emmittsburg, another near Mechanicstown, and a route midway between the two; the latter, called the tunnel route, seems to be the most favorable, and will probably be selected." The facts are: that the engineer of the company has been instructed to examine three lines from the tunnel at Royers' Summit, on South Mountain—one *via* Mechanicstown; the second *via* Emmittsburg, and the third *via* the middle route, which is midway between Emmittsburg and Mechanicstown. It is expected that the engineer will be able to report on these several lines in a short time, when the route selected will be submitted to the Mayor, Register and Comptroller for their examination and acceptance, under a section of the ordinance of the Mayor and City Council of Baltimore authorizing a subscription of two hundred thousand dollars to the stock of the Western Maryland Railroad Company. Until this is done, no one is authorized to say what line is the most favorable one, and the one most likely to be adopted. It may be proper to say, in this connection, that the bid of Messrs. Dougherty, Barry & Co., has no reference to either of these routes, but they are willing to build the road on the line selected by the company's engineer.

St. Louis and Iron Mountain and Cairo and Fulton Railroads.

As stated in our last issue, the sale of the St. Louis and Iron Mountain Railroad took place at St. Louis, as advertised, on the 27th ult., and was purchased for the State of Missouri by Robert A. Watt, Esq., President of the Board of Commissioners of that road, for the sum of Four Millions, Six Hundred Thousand Dollars. On the 1st inst., the Cairo and Fulton Railroad of Missouri was also sold to satisfy the claims of the State, and was purchased by Charles S. Rankin, Esq., President of the Board of Commissioners of that road, as a representative of the State, for the sum of Nine Hundred and Fifty-Seven Thousand Five Hundred Dollars. The Commissioners now invite proposals in writing for the purchase of said roads, which will be received until the 8th proximo, and shall each state the price bid for the respective roads, and that they are based upon the following terms and conditions, viz:

First. The price or consideration bid shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually: *Provided*, that all sums bid may be paid at any time prior to maturity, in either cash or the bonds or other liabilities of the State of Missouri.

Second. The roads and all rolling stock belonging thereto shall be kept in good serviceable condition during the progress of said roads (respectively) to completion.

Third. Bidders for the St. Louis and Iron Mountain Railroad must agree to finish that road to a point south of Pilot Knob, to connect with the Cairo and Fulton Railroad of Missouri, in three years, and to the Mississippi River, opposite to or below Columbus, Kentucky, in five years from the date of the sale; and they must also agree to expend in each and every year, in case they become the purchasers, the sum of five hundred thousand dollars in the work of gradation, masonry, or superstructure on said extension.

Bidders for the Cairo and Fulton Railroad of Missouri must agree to complete said road from the Mississippi River, opposite the town of Cairo, Illinois, or Columbus, Kentucky, to the intersection of the St. Louis and Iron Mountain Railroad line, within three years after the date of sale thereof.

Bids for the roads must be separate. Those for the St. Louis and Iron Mountain Railroad should be addressed to Robert A. Watt, President Board of Commissioners of that road; and those for the Cairo and Fulton Railroad of Missouri to Charles S. Rankin, President Board of Commissioners Cairo and Fulton Railroad of Missouri, St. Louis, Mo.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Sept. 1, 1866.	Oct. 1, 1866.
Debt bearing int. in coin.	$1,288,322,541 80	$1,310,065,941 80
Debt bearing interest in currency..	978,771,040 00	930,930,190 00
Matured debt not presented	19,653,443 82	23,302,372 14
Debt bearing no interest.	441,567,810 33	437,252,205 33
Total...	$2,728,314,835 95	$2,701,550,709 27
Coin in Treasury.....	$76,333,918 27	$86,259,909 35
Currency....	56,297,749 46	41,953,858 24
	$132,631,667 73	$128,213,767 59
Debt less cash in the Treasury.....	$2,595,683,168 22	$2,573,336,941 68

The total debt shows a decrease since the 1st of September of $26,764,125 68. The balance in the Treasury shows a decrease, as compared with September 1st, of $4,417,900 14. Deducting the amount on hand from the aggregate debt, both on the 1st of September and the 1st of October, the decrease of debt would be $22,346,226 54. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of October, 1866, and the actual decrease in the Public Debt since that period has been $184,352,629 75.

Atlantic and Pacific Railroad.

We last week announced the organization of this company, at St. Louis, by the election of John C. Fremont as President, Daniel R. Garrison Vice-President, Charles H. Howland Secretary, and J. P. Robinson Treasurer. General Fremont, on taking the chair, delivered an address, enlarging upon the advantages of the proposed route. "By a recent act of Congress," he said, "the line of the road is laid in Southwestern Missouri and the valley of the Canadian, and generally along the thirty-fifth parallel to the head of navigation on the Colorado, and thence to the Pacific coast. To aid in its construction, the act grants over twenty-five thousand acres of land to the mile, making for the entire route about forty-six millions of acres. Its really central position makes the line national. It is believed that it will prove to be the shortest, and it certainly presents fewer natural obstacles, and is the most practicable of any among all the proposed routes to the Pacific. From Springfield to San Francisco its estimated length is one thousand eight hundred miles, making for the distance from St. Louis about two thousand miles, and from New York about three thousand two hundred miles to San Francisco. From New York, by way of Memphis, to San Francisco, the distance is three thousand seven hundred, making a difference of five hundred miles in favor of this route."

☞ Messrs. Bradford & Renick, 71 Broadway, N. Y., are prepared to furnish spruce, hemlock, cedar and hackmatack sleepers; also, Georgia pine, white pine, spruce and oak timber and lumber of every description. Address Bradford & Renick, 71 Broadway, N. Y.

☞ A Railroad Commission House in this city is in want of a thoroughly competent salesman, one having a good trade and acquaintance may address Box 4,955, N. Y. Post Office.

A West Side Railroad.

Another railroad, designed to connect Albany with New York, to be located on the west side of the Hudson River, is spoken of in the Newburgh papers. The company has been organized, and articles of association filed. The directors are: Geo. Talbot Olyphant, John Jacob Astor, Jr., John McB. Davidson, Daniel Butterfield, Homer Ramsdell, Thos. Cornell, John H. Hasbrouck, Thos. W. Olcott, Erastus Corning, Jr., Robert H. Pruyn, Samuel Schuyler, and Jos. H. Ramsey.

Union Pacific Railroad Company.

The completion of this road from Omaha, Nebraska Territory, westward to the 100th meridian of longitude is to be celebrated by an excursion and appropriate ceremonies. Invited guests will leave New York on the 15th inst., reaching Omaha the 22d. Tickets over the intermediate roads will be provided by the company—but will be good only in the hands of invited guests.

☞ The annual meeting of the Concord and Portsmouth Railroad Company was held at Manchester, N. H., on the 3d inst. The annual report was presented, and the following gentlemen elected directors for the ensuing year: Stephen Kenrick, S. Plumer Dow, Benjamin F. Martin, Joseph B. Walker, and Samuel N. Bell. At a meeting of the directors held subsequently, Hon. Stephen Kenrick was re-elected President, and William H. Hackett, Clerk.

☞ The railway from the Truro terminus of the Nova Scotia Railway to Pictou, is rapidly approaching completion. It is said that a very satisfactory offer has been made by a reliable English firm for the construction of the road from the Windsor terminus of the branch of the same road to Annapolis, and that it will probably be accepted.

☞ The Milwaukee *News* of 5th inst., says: "Our city experienced a pleasant surprise yesterday, in the arrival here of about forty ladies and gentlemen from Rock Island, an excursion party who came on the first train from that place to Savannah, on the new railway link just completed connecting those two points."

☞ The Union Pacific Railroad, Eastern Division, is now completed to Fort Riley, and will reach Junction City, 2½ miles west of Riley on the 15th inst.

New York and Oswego Midland Railroad.

The object of this road is to establish a direct connection between New York and Oswego. It is intended to find its way into New York through the northern junction of Sussex Co., N. J. We learn that engineers have been for some time surveying routes on the western side of the mountains from the vicinity of Port Jervis to near Beemersville, New Jersey, where it is said they will be obliged to tunnel the Blue Mountain; after which they intend crossing the valley by Deckertown, Hamburg and Snufftown, and thence through Passaic and Morris counties towards the Hudson river. It is intended to start from Oswego, running thence to Syracuse, and from that city southeast through Onondaga, Madison, Chenango, Otsego, Delaware, Sullivan and Orange counties, entering Sussex county, New Jersey, near Port Jervis.

Interest and Dividends.

A semi-annual dividend of eight per cent., free from United States Government tax, upon the capital stock of the Cleveland and Toledo Railroad Company, has been declared payable on the 25th day of October inst., at the office of Messrs. Wells, Fargo & Co., No. 84 Broadway, New York, and until the 15th day of November next, and after the latter date at the company's office in Cleveland.

The Central Railroad Company of New Jersey will pay, 20th instant, a quarterly dividend of two and a half per cent., free of tax.

The Chesapeake and Delaware Canal Company have declared a dividend of 25 per cent., free of tax, delivered after the 20th instant, in shares of the company, and in scrip for fractional parts of a share.

The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Company has declared a dividend of 4 per cent. on the capital stock, payable on and after 31st instant, clear of United States tax.

Southern Pacific Railroad.

The New Orleans *Picayune* says that the Southern Pacific Railroad from Shreveport, La., to Marshall, Texas—about forty-five miles—is in excellent order, and daily trips are profitably made, with continually accumulating business, and that traffic is bound to increase constantly, as the road progresses, and as the vast and fertile regions from Marshall to El Paso are opened to a market, the best on the continent—New Orleans. The *Picayune* adds that a company of foreign capitalists has made propositions to build the road its entire length, and that the terms proffered are considered by many to be highly liberal. The propositions are now under consideration.

☞ The stockholders of the Washington, Alexandria and Georgetown Railroad Company have elected a new Board of Directors and the following officers: R. W. Latham, of New York, President; Joseph B. Stewart, of Washington, Secretary, and Wm. Keyser, of Baltimore, Treasurer.

☞ A fast freight line from the terminus of the Union Pacific Railroad to Denver and Salt Lake City has been organized. Relays of horses for the line will be stationed at proper intervals, and no efforts will be spared in forwarding freights by this line to their destinations.

Troy and Greenfield Railroad.

The following is a copy of an order adopted by the Governor and Council for the completion of the Troy and Greenfield Railroad from Greenfield to the tunnel:

"*Ordered*, That the Commissioners on the Troy and Greenfield Railroad and Hoosac Tunnel be, and they are hereby authorized to lease to the Fitchburg and Vermont and Massachusetts Railroad Corporations the railroad from Greenfield to the Tunnel, upon the terms and conditions contained in the proposal of said corporations of July 24, 1866; provided it shall first be ascertained by said Commissioners that the total cost of the completion of said railroad, substantially on its present location, will not exceed the sum of six hundred thousand dollars."

Chicago, Rock Island and Pacific Railroad.

The extension of this road from Kellogg Station, its present terminus, to Des Moines, Iowa, has been let to a Pennsylvania firm, and the prospect is that the work will be commenced at once. The Chief Engineer of the road has been directed to survey and locate the route west of Des Moines, and get 80 miles ready for letting immediately. We understand that the road is to be pushed through to Council Bluffs as rapidly as possible, and to a connection with the Union Pacific Railroad at Omaha.

St. Croix and Superior Railroad.

The immediate building of the St. Croix and Superior Railroad is now a fixed fact. We have been handed a note from A. L. Livingston Land Commissioner of the Company, stating that the Company's bonds have been endorsed and guaranteed by the Farmer's Loan and Trust Company, of New York, for $1,000,000 which will build and equip 40 miles of road. He has also just received a letter from J. C. Campbell, Chief Engineer, stating that iron for 20 miles, will be here next month, and Mr. Campbell will also be here to take charge of the work. Anthony W. Morse, of New York, Managing Director, will be here next week to push forward the enterprise.—*Hudson (Wis.) Star.*

☞ A meeting of stockholders of the Tennessee and Alabama, and Tennessee and Alabama Central, and the Southern Central Railroads was held at Decatur, Ala., on the 26th ult., and a combination of the companies effected under the title of the Nashville and Decatur Railroad. It is understood that the new company propose pushing forward the line to Montgomery, Alabama, whence there is direct communication with the Gulf.

☞ The Chief Engineer of the Truro and Moncton railway has been instructed by telegraph from England to push forward the work vigorously. Truro is the western terminus of the Nova Scotia railway, and Moncton a point on the European and North American. When this road is built there will be a through route by rail from St. John, N. B., to Halifax, N. S.

☞ Railroad Companies in want of a Purchasing agent of character and experience, one thoroughly acquainted with the business and markets, and having unexceptionable references, will please address "H." Box 5,314, N. Y. Post Office.

☞ The board of directors of the Kent County (Md.) railroad is composed of the following gentlemen: Geo. Vickers, president; D. C. Blackiston, Thos. J. Shallcross, Isaac Parsons, Chas. Beaston, Thos. W. Eliaon, W. B. Wilson and Wm. T. Spry. Treasurer, Richard Hynson.

☞ At a meeting of the stockholders of the Louisville and Nashville Railroad Company, held in Louisville on the 1st inst., the following gentlemen were elected directors for the ensuing year: James Guthrie, James B. Wilder, William B. Hamilton, H. D. Newcomb, R. A. Robinson, W. H. Smith, Jo. C. Gould. The stockholders voted in favor of the extension of the Lebanon Branch Road to the State line.

☞ The Nashville and Northwestern Railroad, connecting Nashville directly with St. Louis, is stated to be making rapid progress in its connection with the Mississippi River. The bridge at Johnsonville is in course of construction, and west of Johnsonville to Hickman, Kentucky, the grade is ready for the iron. It is thought that by January next passengers and freight will be put through.

☞ The following gentlemen have been chosen directors of the Dover and Winnepissiogee Railroad for the ensuing year: William Hill, William Hale, George W. Woodman, George M. Herring, John McDuffie, Samuel A. Walker and Amos Paul. The road is in a prosperous condition, the travel having increased about 30 per cent. over the previous year.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company are now landing crossties and rails at Port Deposit, preparatory to laying the track of the branch road, connecting that town with Perryville. It is understood that the company intend laying the track forthwith.

☞ The Revenue of the Province of Canada for the month of September was $1,170,893 74; and the expenditure, $716,931 71.

THE UNITED STATES
STEEL PEN WORKS,
CAMDEN, N. J.
THE ESTERBROOK
Steel Pen Manufacturing
COMPANY,
WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.
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CAUTION.
These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.
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WOOLWORTH & GRAHAM,
Sole Agents.

Railway Purchasing Agent.
A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent. References unexceptionable.
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Three ¾ or 40 Passenger Coaches, of light and strong construction, all with Dome Roofs, and of first c.ass finish, ready for delivery at short notice.

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To Suit a 50 to 52 lb. T. Rail,

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THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

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LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

Oct. 1.—OCEAN QUEEN, Capt. E. Howes, to connect with MONTANA, Capt. G. H. Bradbury.

Oct. 11.—ARIZONA, Capt. Jeff. Maury, to connect with GOLDEN AGE, Capt. Caverly.

Oct. 20.—HENRY CHAUNCEY, Capt. A. G. Gray, to connect with GOLDEN CITY, Capt. Lapidge.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of Dec. 11, 1866, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1867, for Hong Kong.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

3m35 S. K. HOLMAN, Agent.

NOTICE TO BIDDERS

FOR THE

ST. LOUIS AND IRON MOUNTAIN

OR

CAIRO AND FULTON RAILROADS

OF MISSOURI.

THE PROPOSALS shall each state the price bid for the respective Roads, and that they are based upon the following terms and conditions, viz:

First. The price or consideration bid shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually: *Provided*, that all sums bid may be paid at any time prior to maturity, in either cash or the bonds or other liabilities of the State of Missouri.

Second. The Roads and all Rolling Stock belonging thereto, shall be kept in good serviceable condition during the progress of said Roads (respectively) to completion.

Third. Bidders for the St. Louis and Iron Mountain Railroad must agree to finish that Road to a point south of Pilot Knob, to connect with the Cairo and Fulton Railroad of Missouri, in three years, and to the Mississippi river, opposite to or below Columbus, Kentucky, in five years from the date of the sale; and they must also agree to expend in each and every year, in case they become the purchasers, the sum of five hundred thousand dollars in the work of graduation, masonry, or superstructure on said extension.

Bidders for the Cairo and Fulton Railroad of Missouri must agree to complete said Road from the Mississippi river, opposite the town of Cairo, Illinois, or Columbus, Kentucky, to the intersection of the St. Louis and Iron Mountain Railroad line, within three years after the date of sale thereof.

Bids for the Roads must be separate. Those for the St. Louis and Iron Mountain Railroad should be addressed to ROBERT A. WATT, President Board of Commissioners of that Road; and those for the Cairo and Fulton Railroad of Missouri to CHARLES S. RANKIN, President Board of Commissioners Cairo and Fulton Railroad of Missouri, St. Louis, Mo.

Proposals will be received until NOVEMBER 8TH 1866.

By order of the Board,
CHESTER HARDING, Jr.
4t41 Att'y for Commissioners.

SALE OF

CAIRO AND FULTON RAILROAD

OF MISSOURI

BY COMMISSIONERS.

THE UNDERSIGNED, who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said Cairo and Fulton Railroad of Missouri, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals in writing, for the purchase of said railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the First day of October, 1866. Bids will be received until November 8th, 1866.

CHARLES S. RANKIN,
BERNARD G. FARRAR,
RUDOLPH WEBER,
9t37 Commissioners.

SALE OF

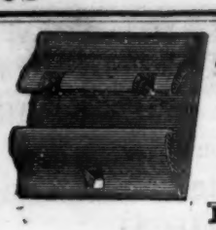
ST. LOUIS AND IRON MOUNTAIN

RAILROAD

BY COMMISSIONERS.

THE UNDERSIGNED, who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said St. Louis and Iron Mountain Railroad, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals, in writing, for the purchase of said Railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the 27th day of September, 1866. Bids will be received until November 8th, 1866.

ROBERT A. WATT,
CHARLES S. RANKIN,
BERNARD G. FARRAR.
8t37 Commissioners.



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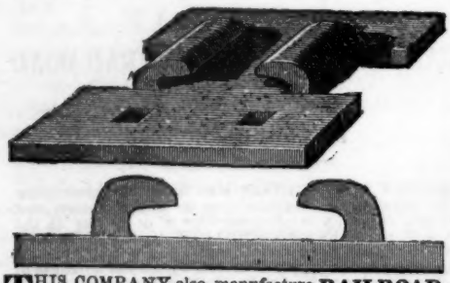

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Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

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E. C. DELAVAN, Treasurer.
6m30 GEO. W. PRATT, General Agent.

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ONE HOUR AND THIRTY MILES SAVED.
On and after September 25, 1865, trains will leave New York, via
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FROM FOOT OF LIBERTY STREET, NORTH RIVER,
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Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

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Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M., arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.
NEW YORK, September 16, 1865.